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PREPARED FOR THE CAPITOL PLANNING COMMISSION BY THE DEPARTMENT
OF ADMINISTRATION, ARCHITECTURE AND ENGINEERING DIVISION

CAPITOL PLANNING COMMISSION

CHAIRMAN: Representative Robert C. Marks

MEMBERS: Senator Percy DeWolfe
Senator Glen L. Drake
Representative Walter Laas
Mr. Frank Murray, Secretary of State
Mr. Doyle B. Saxby, Director, Department of Administration
Mr. Richard I. Shope, President, City-County Planning Board

AUTHORITY: Authorized by Chapter 232, Forty-Second Legislative Assembly

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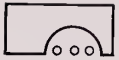


INTRODUCTION

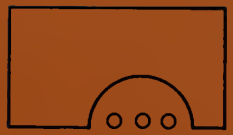
"Other civilizations are the outgrowth of centuries, but here in Montana, we have seen the progression of the ages, from savage life to a high civilization, actually under our own observation, pass in review as under a glass case, and we should be dull students if from this swiftly moving momentous change we could not evolve some lessons of wisdom for our own guidance, and those generations which in swift procession will follow our own. And the first observation that occurs as we behold this vast change is that we owe it to the founders of this state, the pioneers of Montana. We read no musty records to ascertain who created the highways, who constructed the bridges, who discovered the mines, who ran the tunnels, who builded the cities and houses and homes and mills and barns. We know them all, have looked into their inspiring faces and shaken them by the hand. We have shared their sacrifices, partaken of their deprivations, and with them yearned for the multiplied felecities which follow in the train of an old, assimilated, coherent civilization. We can bear witness to their sacrifices, and so, looking over Montana in this hour of her new greatness, our hearts fitly go out to them in admiration of their intrepidity and their heroic toil." THESE WORDS DELIVERED BY THE HON. WILBUR F. SANDERS AT THE LAYING OF THE CORNER-STONE OF THE STATE CAPITOL ON JULY 4, 1899, PERHAPS MORE THAN ANY OTHERS' DEPICT THE MOOD OF THE FESTIVE OCCASION AS WELL AS THE HOPES OF THOSE PRESENT. WITH AN ACUTE SENSITIVITY LINKING PAST AND FUTURE TIMES MR. SANDERS' ADDRESS CONTINUED WITH REFERENCE TO THE CAPITOL. *"The building here to be constructed is to be of such enduring quality as that we may fondly hope it will survive many generations. Fortunate in its location, it will gaily greet and welcome the rising sun as, over the heaven-kissing mountains in the distance, it comes with its flood of light upon its benignant way. We are awed when we reflect upon the gravity of the responsibility which will be here discharged."*

ALTHOUGH THESE EARLY LEADERS WERE ADMITTEDLY AWED WITH THEIR RESPONSIBILITIES, THEY STOOD STEADFAST AND FACED THEM. THEY ADOPTED A PLAN FOR LAYING OUT THE GROUNDS AROUND THE CAPITOL BUILDING DESIGNED TO USE MONTANA TREES AND SHRUBBERY. WHEN THE PLANS WERE COMPLETED IT WAS THOUGHT *"there would be few handsomer spots to be found in the country."* OF COURSE THIS ALL TAKES TIME, WHICH HAD ITS ILL EFFECT, AND THE PLAN WAS ONLY PARTIALLY CARRIED OUT. WHAT IS IMPORTANT TO US, HOWEVER, IS THAT THEY DID HAVE A PLAN WITH HOPES OF IMPLEMENTING IT.

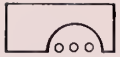
ONE CAN ONLY WONDER WHAT HAPPENED TO THE ENTHUSIASTIC AND RESPONSIBLE DEVELOPMENT OF THE CAPITOL THAT THE ADOPTION OF THE 1899 PLAN HAD STARTED. FOR OVER 70 YEARS PLANNING HAS BEEN DORMANT WITH THE POSSIBLE EXCEPTION OF A FEW SHORT-LIVED SPURTS TRYING FOR NEW LIFE AND DIRECTION.

HOWEVER, TO SAY THAT THE PROBLEMS WERE TOTALLY OVERLOOKED WOULD BE UNFAIR ALSO. FOR MANY YEARS AFTER THE CAPITOL WAS BUILT ANY AND ALL DEVELOPMENT WAS AT A STANDSTILL SINCE THE CAPITOL WAS MORE THAN ADEQUATE FOR ALL GOVERNMENT FUNCTIONS. AT TIMES FUTURE PROBLEMS WERE THOUGHT OF BUT INFLUENTIAL PEOPLE COULDN'T BE CONVINCED THAT THEY WERE REAL PROBLEMS. ECONOMICS WAS ALSO A FACTOR AND NATIONAL SITUATIONS WERE IMPORTANT, SUCH AS THE DEPRESSION AND LATER WORLD WAR II. AFTER THE WAR GOVERNMENT BLOSSOMED INTO NEW GROWTH AND ALONG WITH THIS GROWTH CAME GROWING PROBLEMS. INSTEAD OF DAY-TO-DAY PLANNING IT BECAME NECESSARY TO LOOK INTO THE FUTURE, AND NEW PROBLEMS. BUT BY THE TIME THESE PROBLEMS HAD NECESSITATED THE FORMATION OF A LONG-RANGE BUILDING PROGRAM, MISTAKES HAD BEEN MADE BECAUSE OF HURRIED DEVELOPMENT.

IT IS PAST TIME TO DEVELOP THIS LONG-RANGE BUILDING PROGRAM INTO A RESPONSIBLE PLAN THAT WILL PRESERVE OUR CAPITOL AS DESCRIBED IN MR. SANDERS' ADDRESS.



existing facilities



CITY WIDE FACILITIES - PROPERTY

PROJECTIONS FOR FUTURE OEMANDS ARE BASED ON PROJECTIONS OF FUTURE NEEDS, BUT BEFORE THESE PROJECTIONS CAN BE ANALYZEO, AN INVENTORY OF EXISTING FACILITIES MUST BE REALIZEO. A SURVEY DF EXISTING FACILITIES NECESSARILY INCLUDES A TOTAL CONCEPT OF PRES·ENT CONDITIONS, WHICH REQUIRES CONSIDERATION OF ALL SUPPORTING ACTIVITIES. THEREFORE, THIS STUDY MUST INCLUDE NOT ONLY CAPITOL BUILDINGS AND PROPERTIES, BUT ALSO UTILITIES, PARKING AND TRAFFIC COUNTS, AND TRAFFIC FLOWS, PEDESTRIAN AS WELL AS VEHICULAR. WITH AN ACCURATE APPRAISAL OF ALL EXISTING FACTORS, A LOGICAL START·ING BLDCK CAN BE MOLOEO FOR FUTURE PLANNING OF THE CAPITDL COMPLEX. FURTHER, AN INVENTORY OF EXISTING FACILITIES REVEALS THAT A THOROUGH PLANNING STUOY OF THE CAPITOL COMPLEX MUST INCLUDE NOT ONLY ALL COMPLEX FACILITIES, BUT MUST ALSO BE A STUDY OF CITY·WIOE FACILITIES. THIS IS NECESSITATED SINCE PROPERTIES, BOTH OWNED ANO LEASED BY THE STATE, ARE SCATTERED THROUGHOUT THE CITY, EVEN THOUGH THE BIGGEST CONCENTRATION EXISTS IN THE IMMEOIATE VICINITY OF THE CAPITOL. THIS COMPLETED CITY·WIDE STUDY OF STATE OWNED AND LEASED PROPERTIES WILL PROVIDE A SOLID FOUND·ATION FOR FUTURE PLANNING OF THE CAPITOL COMPLEX.

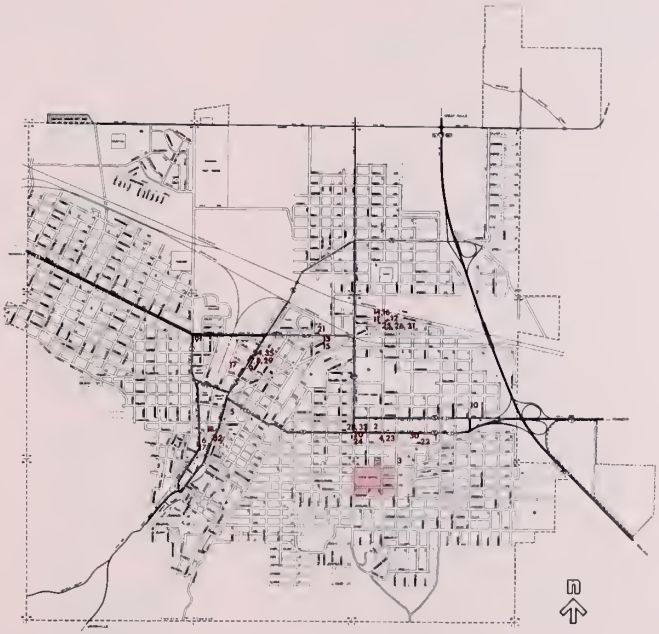
THE REVELANCE OF INCLUOING STATE OWNEO PROPERTIES AND STATE LEASED PROPERTIES OUTSIDE THE CAPITOL COMPLEX BECOMES MORE APPARENT WHEN THE NUMBER OF LOCATIONS FOR BOTH IS NOTED. THE LEASED PROPERTY LOCATIONS PLAN OESIGNATES 35 SITES WHILE THE STATE PRDPERTY LOCATIONS PLAN SHOW ANOTHER 12. THE PLANS ALSD INOICATE THE LACK OF RELATIONSHIP BETWEEN MOST OF THESE LOCA·TIONS AND THE CAPITDL COMPLEX. SOME OF THESE LOCATIONS OBVIOUSLY ARE NOT SUITED FOR THE CAPITDL AREA SUCH AS THE AIRPORT HANGERS ANO THE HIGHWAY SHOPS. OTHERS, HDWEVER, LOSE EFFICIENCY BECAUSE OF THIS SEPARATIDN FROM THE CAPITOL CDMPLEX. IN ALL CASES CON·VENIENCE SUFFERS.

SINCE THERE ARE 35 LEASED PROPERTY LOCATIDNS CITY·WIDE, RENTAL MDNIES ARE A SIGNIFICANT FIGURE. THE ANNUAL SOUARE FOOT RATE OF THESE PROPERTIES VARIES FROM A LOW OF $1.00 TO A HIGH OF $4.50, BUT THIS PRESENTS AN INCOMPLETE PICTURE UNTIL THE CONDITIDN OF THE BUILDING, THE TYPE OF SPACE USAGE, THE SDUARE FOOT AREA, AND THE SERVICES RENDERED ARE CONSIDERED. THE TABLE OF LEASED PROPERTY LOCATIONS LISTS THIS CRITERIA ALDNG WITH A LEGEND OF LOCATIDNS SHDWN ON THE PLAN. USING THE FIGURES IN THIS TABLE, THE ANNUAL RENT PAID BY THE STATE FOR THESE PROPERTIES IS CALCULATED TD BE $430,921 FOR APPROXIMATELY 159,813 SOUARE FEET OF FLOOR SPACE. THIS REPRESENTS A CONSIDERABLE EXPENDITURE OVER A PERIOD OF TIME AND A SITUATION DESERVING ATTENTION IN FUTURE PLANNING.

A CITY·WIDE STUDY SHOWS THAT RENTAL MONIES ARE A FACTOR IN STATE PROPERTY LOCATIONS AS WELL, SPECIFICALLY ALL THE PROPERTIES AT THE HELENA AIRPORT. WHILE THE BUILDINGS ARE OWNED BY THE STATE, THE LAND IS OWNED BY THE CITY·COUNTY AIRPORT BOARD. THE ANNUAL

RENTAL PAID BY THE STATE FOR THE LAND OCCUPIED BY THESE BUILDINGS AMOUNTS TO $5,125. HOWEVER, THIS IS A SPECIAL TYPE OF RENTAL AND CANNOT BE EQUATED TO STATE EXPENDITURES FOR OTHER LEASED PROPERTIES.

IN STUDYING THE EXISTING FACILITIES IT IS OBVIOUS THAT THE CITY-WIDE STUDY IS MOST ESSENTIAL IN THE AREA PRECEDING ON STATE OWNED AND STATE LEASED PROPERTIES. WITHOUT THIS COMPLETE LISTING, ALL PRESENT AND FUTURE PLANS FOR SPACE ANALYSIS ARE INCOMPLETE. FOR OTHER AREAS, SUCH AS UTILITIES AND PARKING, BEING AWARE OF ALL CITY-WIDE CONDITIONS AFFECTING THE COMPLEX IS NECESSARY, BUT IS SUBORDINATE TO CONDITIONS AT THE CAPITOL ITSELF.



LEASED PROPERTY LOCATIONS

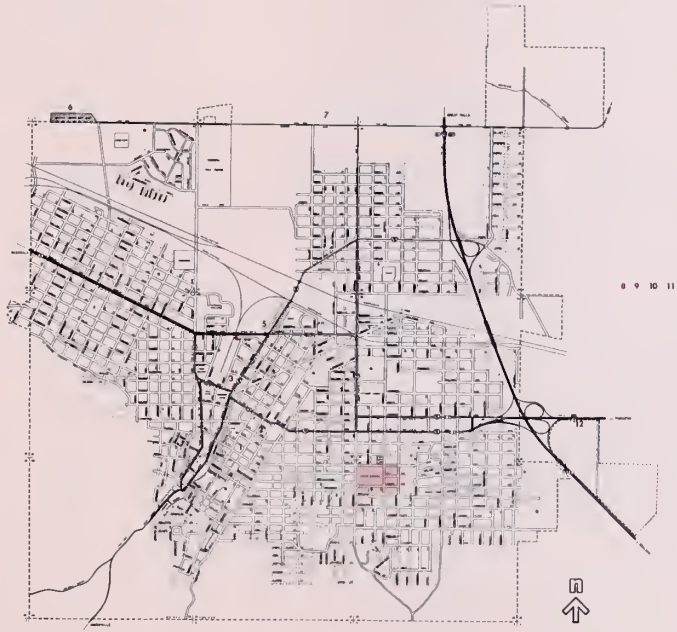
LEGEND OF LEASED PROPERTY LOCATIONS

	DEPARTMENT	LOCATION & OWNER	TYPE OF BUILDING	AREA SQ. FT.	MONTHLY RENT	ANNUAL SQ. FT. RATE	UTILITIES AND SERVICES FURNISHED				
							Heat	Air Cond.	Elec.	Janitor	Parking Space
1.	Hall Board Elected Officials - Auditor	502 Lamborn Penta Corporation E.A. Billerbeck, Pres.	New office building constructed in 1968	638	$ 157.50	2.96	No	Yes	No	No	Yes
2.	Superintendent of Public Instruction	1300 Block - 11th Avenue B–J Company E.A. Billerbeck, Pres.	New office building constructed in 1972	4,000 16,000	B33.33 4,333.33	2.50 3.25	No	Yes	No	No	Yes
3.	Department of Administration Architecture and Engineering Division	Sanders & 6th Avenue Teacher's Retirement System	New office building constructed in 1971	2,177	590.00	3.25	Yes	Yes	Yes	Yes	Yes
4.	Department of Health and Environmental Sciences	11th Avenue Corporation David Jensen, President E.A. Billerbeck, Pres.	New office building constructed in 1972	11,900	3,718.60	3.75	No	Yes	No	Yes	Yes
5.	Department of Health and Environmental Sciences	510 Logan Street Vern Cougill, Agent	Former St. Peter's Hospital Nurses Quarters	4,600	700.00	1.83	Yes	Yes	Yes	No	Yes
6.	Department of Social and Rehabilitation Services Services Division	Power Block Frank Burgess L.V. Harris	Downtown Multi-Story Office Building	6,220	1,459.14	2.82	Yes		Yes	Yes	No
7.	Department of Social and Rehabilitation Services Rehabilitation Services Div.	805 North Main Reber Realty & Develop. Joseph B. Reber, Pres.	Commercial building converted to office use	155 841	40.00 270.81	3.10 3.86	Yes	Yes	Yes	Yes	Separate Lot
8.	Department of Social and Rehabilitation Services Community Coordinated Child Care Division	805 North Main Reber Realty & Develop. Joseph B. Reber, Pres.	Commercial building converted to office use	431	150.00	4.18	Yes	Yes	Yes	Yes	Separate Lot
9.	Department of Social and Rehabilitation Services Welfare Division	801 North Main Reber Bros. Realty Co. Joseph B. Reber, Pres.	Commercial building remodeled in 1969 to office space	2,174	634.08	3.50	Yes	Yes	No	No	Separate Lot

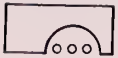
	DEPARTMENT	LOCATION & OWNER	TYPE OF BUILDING	AREA SQ. FT.	MONTHLY RENT	ANNUAL SQ. FT. RATE	UTILITIES AND SERVICES FURNISHED				
							Heat	Air Cond.	Elec.	Janitor	Parking Space
10.	Department of Social and Rehabilitation Services Commission on Aging	715 Fee Street Penkay Eagles Manor	New apartment building with office space on ground floor Constructed in 1969	1,000	250.00	3.00	Yes	Yes	Yes	Yes	Yes
11.	Department of Law Enforcement & Public Safety Crime Control Commission	1336 Helena Avenue M & E Enterprises J. Einar Larson, Partner	One story office building constructed in 1968	6,140	1,600.00	3.13	No	Yes	No	No	Yes
12.	Department of Law Enforcement & Public Safety Highway Patrol	1400 Block-Helena Avenue Larson Inc. J. Einar Larson, Pres.	Store building converted to use as Driver Examination Station	1,450	200.00	1.66	Yes	No	Yes	Yes	No
13.	Department of Law Enforcement & Public Safety Highway Patrol	Hustad Center Building Hustad Corporation H.F. Hustad, Pres.	Super-Market building converted to open office space	14,000	1,808.33	1.55	No	Yes	No	No	Yes
14.	Department of Highways Highway Commission	1331 Helena Avenue Larson Corporation J. Einar Larson, Pres.	Store building remodeled for office space in 1970	2,378	412.50	2.08	No	Yes	No	No	Yes
15.	Department of Highways Planning Survey	Hustad Center Hustad Corporation H.F. Hustad, Pres.	Hardware store building converted to open office space	5,000	833.33	2.00	No	Yes	No	No	Yes
16.	Department of Labor, Industry & Apprenticeship	1331 Helena Avenue Larson Corporation J. Einar Larson, Pres.	Store building remodeled for office space in 1970	1,372	287.50	2.51	No	Yes	No	No	Yes
17.	Department of Labor and Industry Workmen's Comp. Division	Front Street Frank Burgess	Super-Market remodeled in 1969 to office space	14,500	4,531.25	3.75	No	Yes	No	Yes	Yes
18.	Department of Natural Resources and Conservation-Oil and Gas Conservation Commission	325 Fuller Ave Home Building & Loan Assoc. of Helena	2nd Floor office building constructed early 1960's	1,600	410.00	3.07	Yes		No	Yes	1 Space

	DEPARTMENT	LOCATION & OWNER	TYPE OF BUILDING	AREA SQ. FT.	MONTHLY RENT	ANNUAL SQ. FT. RATE	UTILITIES AND SERVICES FURNISHED				
							Heat	Air Cond.	Elec.	Janitor	Parking Space
19.	Department of Inter-governmental Relations Highway Safety	227 W. Lyndale E.R. & Mary D. Munger	Older building moved in and reconstructed as office building in 1970	1,080	300.00	3.33	No	Yes	No	Yes	Yes
20.	Department of Public Service Regulation	1200 Block - 11th Avenue Sedco Corporation David Jensen, President	New office building constructed in 1970	4,800	1,200.00	3.00	No	Yes	No	No	Yes
21.	Department of Education State Library	930 E. Lyndale Self-Service Mgt. Inc Employee Profit-Sharing Trust (H. Patton)	Furniture warehouse converted to office and storage facility	24,000	2,000.00	1.00	No	Yes	No	No	Yes
22.	Department of I. G. R. Planning & Economic	1716 9th Avenue Penta Corp. E.A. Billerbeck, Pres.	New office building constructed in 1969	3,000	850.00	3.40	No Metered	Yes	No Metered	No +90/mp Creek	Yes Paved & Snow Rem.
23.	Department of I. G. R Planning & Economic Development, O.E.O. & Centralized Services	1424 9th Avenue 11th Avenue Corporation David Jensen, President	New office building constructed in 1972	7,649	2,390.31	3.75	No Pro/Rata	Yes	No Pro/Rata	Yes Daily	Yes ½ paved & Snow Rem.
24.	Department of Education University System	1200 Block - 11th Avenue Sedco Corporation David Jensen, President	New office building constructed in 1970	3,000	750.00	3.00	No	Yes	No	No	Yes
25.	Department of Administration Intergovernmental Personnel Division	1419 Helena Avenue Larson Corporation J. Einar Larson	Store building converted to office space	1,000	250.00	3.00	Yes	Yes	Yes	No	No
26.	Department of Administration Merit System Council	1409 Helena Avenue Larson Corporation J. Einar Larson	Store Building converted to office space	2,400	458.00	2.29	Yes		No	Yes	No
27.	Department of Professional and Occupational Licensing	Lalonde Building 42 North Main Milton O. Anderson	2nd floor downtown office building	4,270	1,014.13	2.85	Yes	Part	Yes	Yes	

DEPARTMENT	LOCATION & OWNER	TYPE OF BUILDING	AREA SQ. FT.	MONTHLY RENT	ANNUAL SQ. FT. RATE	UTILITIES AND SERVICES FURNISHED				
						Heat	Air Cond.	Elec.	Janitor	Parking Space
28. Department of Administration Management Systems Communications	Executive Management Co. Kirwin, Erickson, Brazier & Dowling, Partners	Office building constructed in 1971	1,456	485.33	4.00	Yes	Yes	Yes	Yes	Yes
29. Department of Business Regulation	805 North Main Reber Realty & Develop. Joseph B. Reber, Pres.	Commercial Building converted to office space	3,088	1,117.66	4.00	Yes	Yes	Yes	Yes	Separate Lot
30. Department of Law Enforcement & Public Safety Fire Marshal	PERS Building - 11th Ave. Public Employees' Retirement System	Office building constructed in 1967	945	250.00	3.17	No	Yes	No	No	Yes
31. Department of Institutions Division of Mental Hygiene	1415 Helena Avenue Larson Corporation	Store building converted to office space	2,084	425.00	2.45	Yes		No	No	No
32. Department of Social and Rehabilitation Services Veterans' Welfare Commission	Horsky Block Building L. V. Harris	Downtown Multi-Story office building	1,250	175.00	1.68	Yes	Yes	Yes	Yes	No
33. Department of Social and Rehabilitation Services Director's Office	Executive Management Co.	Office building constructed in 1971	750	250.00	4.00	Yes	Yes	Yes	Yes	Yes
34. Department of Social and Rehabilitation Services Visual Services	No. 5 15th Avenue Loble Picotte & Loble	New office space	1,000	375.00	4.50	Yes	Yes	Yes	Yes	Yes
35. Department of Intergovernmental Relations Municipal Regulations	805 N. Main Reber Realty & Develop. Joseph B. Reber, Pres.	Commercial building converted to office space	1,465	400.00	3.28	Yes	Yes	Yes	Yes	No



STATE PROPERTY LOCATIONS



LEGEND OF STATE PROPERTY LOCATIONS

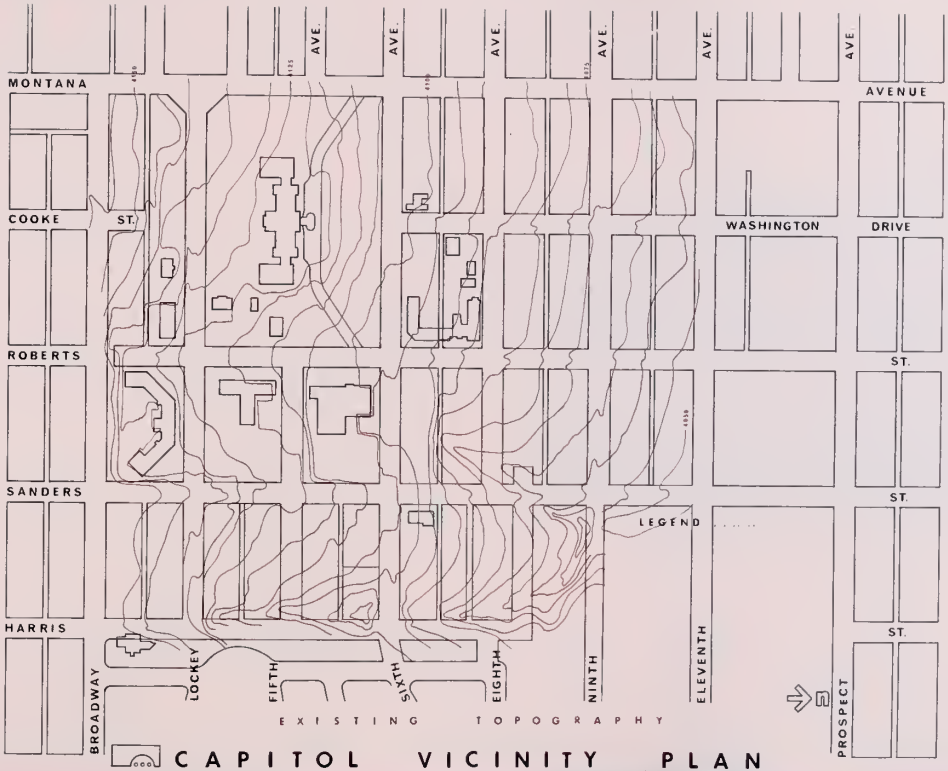
	DEPARTMENT	LOCATION	AREA SQ. FT.	LAND RENTAL
1.	Department of Administration for State of Montana	Old Governor's Mansion	–	*
2.	Department of Social and Rehabilitation Services	515 North Ewing	10,425 Gross	–
3.	Department of Labor and Industry-Employment Service	715 Front Street	5,000 Gross	–
4.	Department of Revenue Liquor Control Division	Front Street & Lyndale Avenue	60,456 Gross w/offices 46,361 usable whse.	
5.	Department of Military Affairs	Armory Building 1100 N. Main	55,078 Gross	–
6.	Department of Highways Headquarters Shop Bureau	Highway Shops Fairgrounds	47,715 Gross	–
7.	Department of Fish and Game Film Center & Warehouse/Shop	Fairgrounds	18,830	–
8.	Department of Highways Aircraft Section	Airport Hanger	7,000 Gross	$ 665/yr
9.	Department of I. G. R. Aeronautics Division	Municipal Airport	9,460 Gross	$2,550/yr
10.	Department of Military Affairs N. G. Army Aviation Support Facility	Helena Airport	7,600 Gross (New addition under constr.)	$3,000/yr 75% Fed. Reimbursed
11.	Department of Fish and Game	Airport Hanger	7,600 Gross	$1,160/yr
12.	Department of Highways Gross Vehicle Weight Division	East of Helena	5,020 Gross	–

* Old Governor's Mansion is on a 99 year lease to the City of Helena

CAPITOL COMPLEX - EXISTING TOPOGRAPHY

FOR A PRACTICAL PLANNING STUDY IT IS EVIDENT THAT THE AREA DESIGNATED AS THE "COMPLEX" IS THAT AREA DEFINED BY MONTANA AVENUE ON THE WEST, EIGHTH AND NINTH AVENUES ON THE NORTH, CARSON STREET ON THE WEST, AND BROADWAY ON THE SOUTH. THESE STREETS CONSTITUTE THE IMAGINARY BOUNDARIES BETWEEN THE CAPITOL COMPLEX AND THE ADJACENT RESIDENTIAL AND COMMERCIAL AREAS WHICH SURROUND THE CAPITOL GROUNDS. THE TOPOGRAPHY OF THE CAPITOL AREA AS DEFINED BY THESE BOUNDARIES IS TYPICAL OF THE HELENA VICINITY HAVING MODERATE SLOPE AND IRREGULAR SURFACE. FROM THE AREA'S HIGH POINT AT THE SOUTHWEST CORNER TO THE LOW POINT AT THE NORTHEAST CORNER, THERE IS APPROXIMATELY A 100 FOOT DROP IN ELEVATION. THE SLOPE IS QUITE UNIFORM ACROSS THE SITE WITH MOST VARIATION OCCURRING JUST NORTH OF BROADWAY BEHIND BOTH THE COGSWELL BUILDING AND THE CAPITOL BUILDING AND AT THE GULLY ON THE EASTERN AND NORTHEASTERN EDGE OF THE SITE.

PROBABLY THE MOST SIGNIFICANT ASPECT OF THE AREA IS THE GULLY WHICH RUNS FROM SOUTH TO NORTH ON THE EASTERN EDGE OF THE SITE. AT THE NORTHEAST CORNER IT ALSO PROJECTS INTO THE SITE FOR SEVERAL HUNDRED FEET IN A SOUTHWEST DIRECTION. IT IS ESSENTIAL THAT A PLAN FOR THE FUTURE DEVELOPMENT OF THE CAPITOL AREA RECOGNIZES THIS SCENIC FEATURE AS WELL AS THE GENERAL LANDSCAPE OF THE GROUNDS.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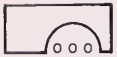
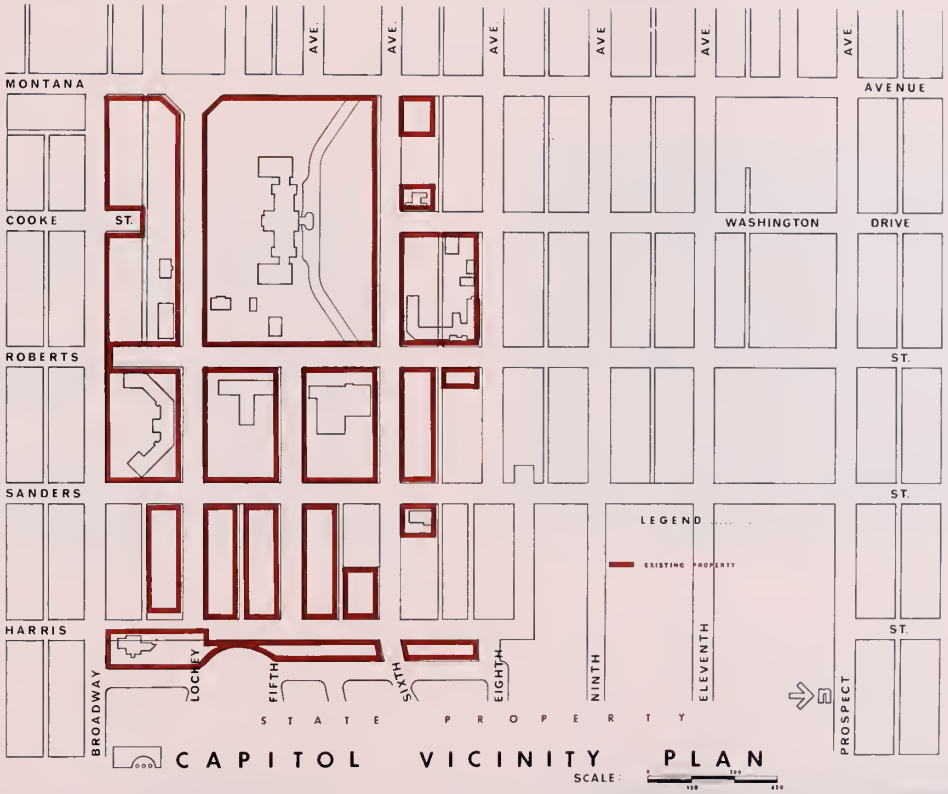


CAPITOL COMPLEX - PROPERTY

MONTANA'S CAPITOL COMPLEX AS DESCRIBED IN THE SECTION ON THE EXISTING TOPOGRAPHY, CONSISTS OF 32 ACRES OF GENTLY SLOPING LAND. THE TOPOGRAPHY IS TYPICAL OF THE CITY OF HELENA, AND THE AREA HAS ALREADY BEEN OBSERVED AS INVITING AND BEAUTIFUL. OF THE 32 ACRE TOTAL, APPROXIMATELY 7-1/2 ACRES ARE STILL UNDEVELOPED. HOWEVER, A LARGE PART OF THIS 7-1/2 ACRES IS PART OF THE GULLY ON THE EASTERN EDGE OF THE SITE WHICH ALTERS THE AREA AVAILABLE FOR BUILDING CONSTRUCTION. WHETHER OR NOT THIS GULLY REMAINS IN A NATURAL STATE IS A MATTER FOR LONG-RANGE DEVELOPMENT STUDIES.

THE CAPITOL IS SURROUNDED BY APPROXIMATELY 10 ACRES OF LAND WHICH INCLUDES OPEN SPACES OF LAWN, NATIVE TREES, AND SOME MINOR BUILDINGS. ALTHOUGH FUTURE PLANNING WILL NOT ALLOW 10 ACRES FOR EACH BUILDING, THIS DOES HELP TO POINT OUT THAT THE PRESENT 7-1/2 ACRES OF UNDEVELOPED LAND IS NOT SUFFICIENT FOR FURTHER DEVELOPMENT. MORE PROPERTY WILL HAVE TO BE ACQUIRED. RECOMMENDATIONS IN THIS STUDY WILL ATTEMPT TO ESTABLISH A GUIDELINE FOR FUTURE LAND ACQUISITIONS NEEDED TO ACCOMMODATE THE ANTICIPATED ULTIMATE NEEDS OF STATE GOVERNMENT AT THE CAPITOL COMPLEX.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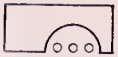
PROSPECT
STATE PROPERTY
CAPITOL VICINITY PLAN
SCALE:



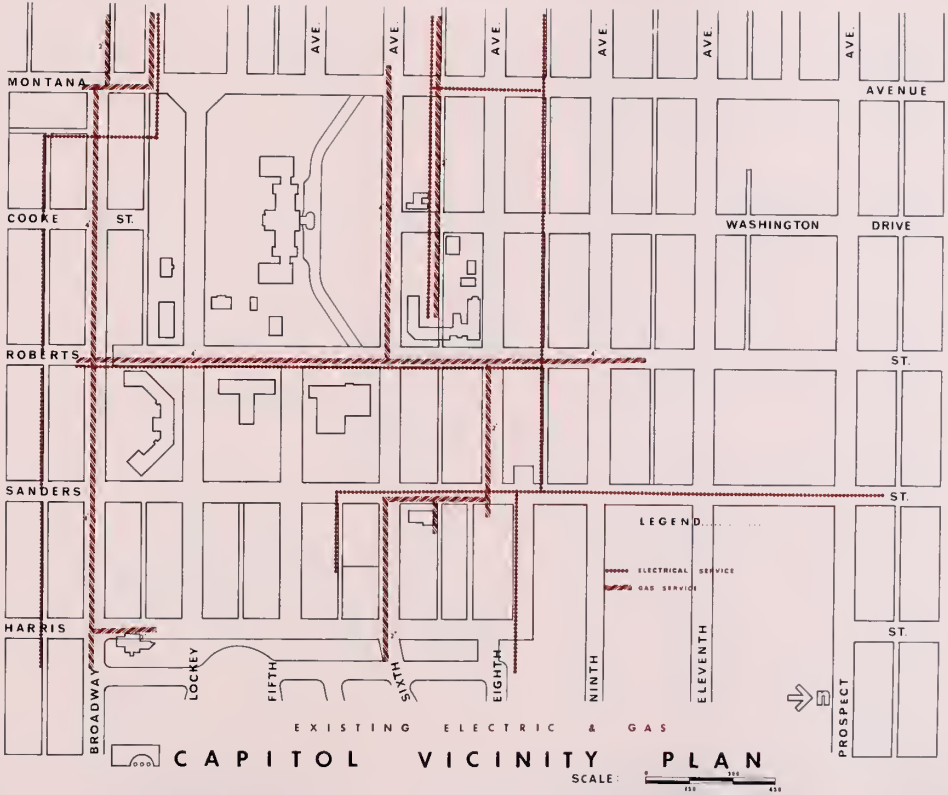
CAPITOL COMPLEX - EXISTING UTILITIES

THE PUBLIC UTILITY SERVICES INVENTORIED IN THIS STUOY ARE PRESENTEO AS A SURVEY OF THEIR EXISTING CONDITION AND LOCATION RATHER THAN AS A PLAN FOR THEIR ULTIMATE OEVELOPMENT. A MORE OETAILED ANALYSIS OF ALL UTILITIES ANO RECOMMENDATIONS FOR THEIR DEVELOPMENT SHOULD BE INCLUOEO IN FUTURE PLANNING STUDIES. THE LIST OF PUBLIC UTILITIES INCLUDES: ELECTRICAL SERVICE, NATURAL GAS, SANITARY SEWER, STORM ORAINS, TELEPHONE SERVICE ANO WATER SUPPLY.

AT PRESENT THE ELECTRICAL SERVICE AT THE CAPITOL COMPLEX APPEARS TO BE SUFFICIENT AND WHILE THE MAJORITY OF SERVICE IS NOW SUPPLIEO BY OVERHEAD LINES, SOME UNDERGROUND LINES HAVE BEEN CONSTRUCTED. ANY FURTHER CONSTRUCTION MUST RECOGNIZE THIS SERVICE IN LOCATION AS WELL AS LIMITATIONS. THE NATURAL GAS SUPPLY WILL REQUIRE EXTENSIONS FOR FUTURE BUILDINGS, BUT THE OVERALL SYSTEM SEEMS TO BE AOEQUATE. AT THIS TIME ALL OF THE STATE PROPERTY AT THE CAPITOL COMPLEX IS NEAR GAS SERVICE. THE LOCATION OF EXISTING SANITARY SEWER LINES IS IMPORTANT IN SITE SELECTIONS OF FUTURE BUILOINGS, IF ONLY FROM A MONETARY VIEWPOINT. UNNECESSARY RELOCATION COSTS CAN BE ELIMINATED BY PICKING SITES THAT DO NOT CONFLICT WITH EXISTING SEWER LINES. HOWEVER, WITHOUT A MORE OETAILEO STUOY INCLUOING EXPERTISE IN THIS AREA, IT IS IMPOSSIBLE TO DETERMINE FUTURE ADEQUACY OF THIS SYSTEM.

IT IS PROBABLE THAT WE CAN ASSUME FROM THE EXISTING SANITARY PLAN THAT THE SYSTEM WAS DESIGNED FOR EXPANSION. OF ALL THE UTILITIES INVENTORIED, THE STORM DRAIN SYSTEM SEEMS TO BE THE MOST INCOMPLETE. THERE IS A COMBINATION OF OPEN ORAINAGE DITCHES AND UNOERGROUNO STORM LINES BOTH OF WHICH ARE ANTIQUATEO. THE OPEN OITCHES ARE NOT MAINTAINED AND HAVE BECOME AN EYESORE IN THE GULLY WHERE THEY APPEAR. ALTHOUGH THIS AREA IS UNOEVELOPED AS YET, ITS TOPOGRAPHY MAKES IT ONE OF THE MOST INTERESTING SPACES OF ALL CAPITOL PROPERTY. THIS DOES NOT MEAN THAT ALL THE OPEN DITCHES MUST BE ELIMINATED, BUT IF RETAINEO, THEY SHOULD BE RECONSTRUCTED AND WELL MAINTAINED. IN AT LEAST ONE LOCATION THE STORM DRAIN FLOWS INTO THE EXISTING SANITARY SEWER, A CONDITION WHICH SHOULO BE CORRECTED. THE PLAN OF THE EXISTING STORM DRAIN SYSTEM CLEARLY DEMONSTRATES THAT THE UNDERGROUND LINES ARE MINIMAL. THE EXISTING TELEPHONE SERVICE, LIKE THE ELECTRICAL SERVICE IS PART OVERHEAD AND PART UNDERGROUND. UNLIKE THE ELECTRICAL SERVICE THOUGH, THE MAJORITY OF THE TELEPHONE SYSTEM IS UNOERGROUNO. PRESENTLY THIS SERVICE HAS NO APPARENT OEFICIENCIES. THE WATER SUPPLY SERVICE IS AVAILABLE THROUGHOUT THE CAPITOL GROUNDS, BUT TO DETERMINE THE ADEQUACY EXPERTISE IS AGAIN NECESSARY. WHILE THE PRESENT OVERALL CAPACITY SEEMS TO BE SUFFICIENT, SOME OF THE INDIVIDUAL UNDERGROUNO LINES ARE NOT. AGE ANO OEMAND GROWTHS HAVE GREATLY CONTRIBUTED TO THE INADEQUACY OF SOME OF THESE INDIVIDUAL LINES.

AGAIN IT SHOULD BE EMPHASIZED THAT THIS STUDY IS AN EXAMINATION OF UTILITY LOCATIONS AND THEIR IMMEOIATE PROBLEMS ONLY. IT IS NOT A STUOY OF THE SPECIFIC NEEDS OF THE AREA, BUT GROUNOWORK UPON WHICH FUTURE UTILITY REOUIREMENTS CAN BE FORMULATEO. AFTER LAYING THIS GROUNDWORK, AN ENGINEERING STUOY CAN ANALYZE THE FUTURE TO THE POINT OF OETERMINING WHAT INPROVEMENTS, IF ANY, ARE NECESSARY. THIS TYPE OF STUOY WILL OBVIOUSLY INCLUOE A DETAILED ANALYSIS OF ALL EXISTING UTILITIES AND THUS THE AFOREMENTIONED COMPREHENSIVE UTILITY STUOY.


MONTANA
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ROBERTS
SANDERS
HARRIS
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AVE.
AVENUE
WASHINGTON
DRIVE
ST.
ST.
ST.
LEGEND
ELECTRICAL SERVICE
GAS SERVICE
BROADWAY
LOCKEY
FIFTH
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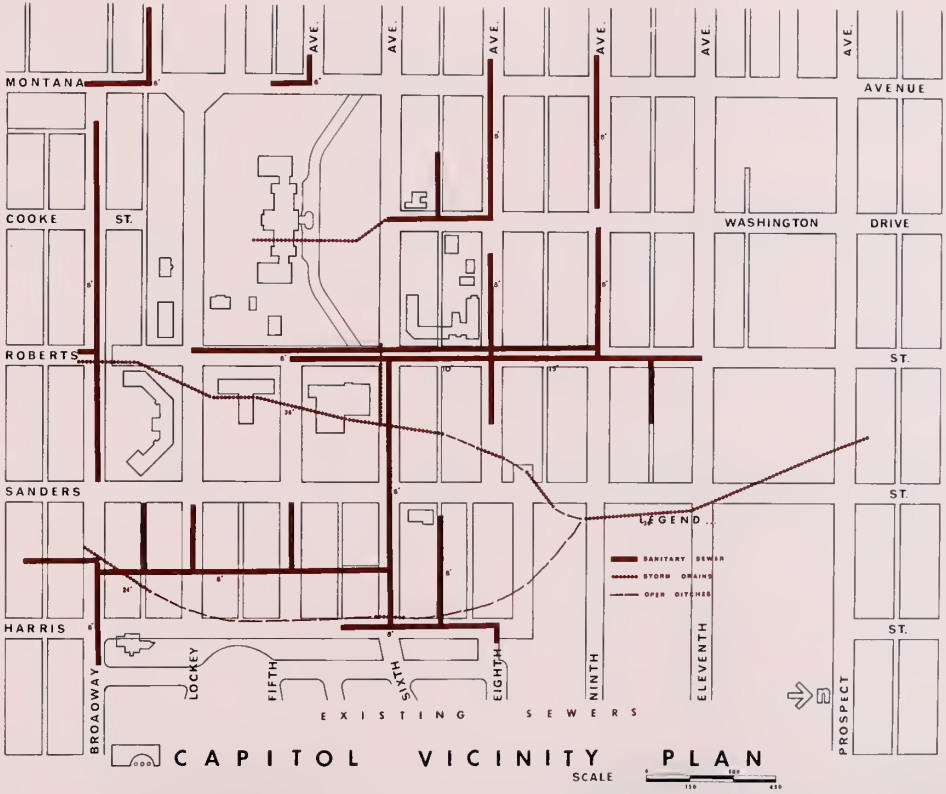
EIGHTH
NINTH
ELEVENTH
PROSPECT
EXISTING ELECTRIC & GAS
CAPITOL VICINITY PLAN
SCALE:


MONTANA
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ROBERTS
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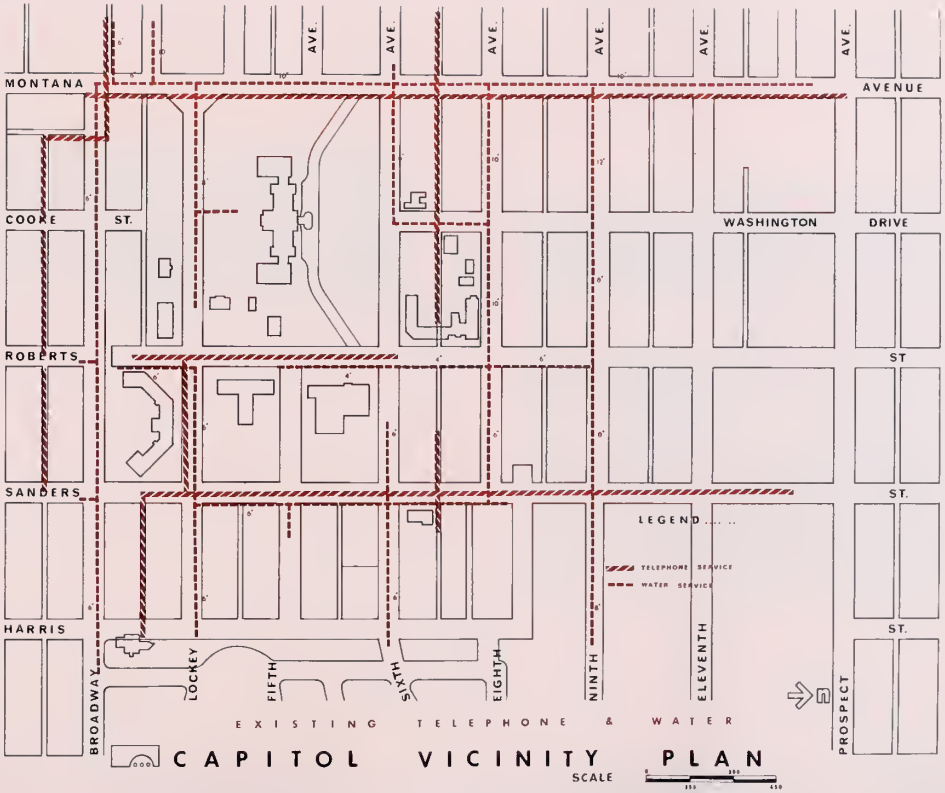
SANDERS
ST.
LEGEND
SANITARY SEWER
STORM DRAINS
OPEN DITCHES
HARRIS
ST.
BROADWAY
LOCKEY
FIFTH
SIXTH
EIGHTH
NINTH
ELEVENTH
PROSPECT
EXISTING SEWERS
CAPITOL VICINITY PLAN
SCALE

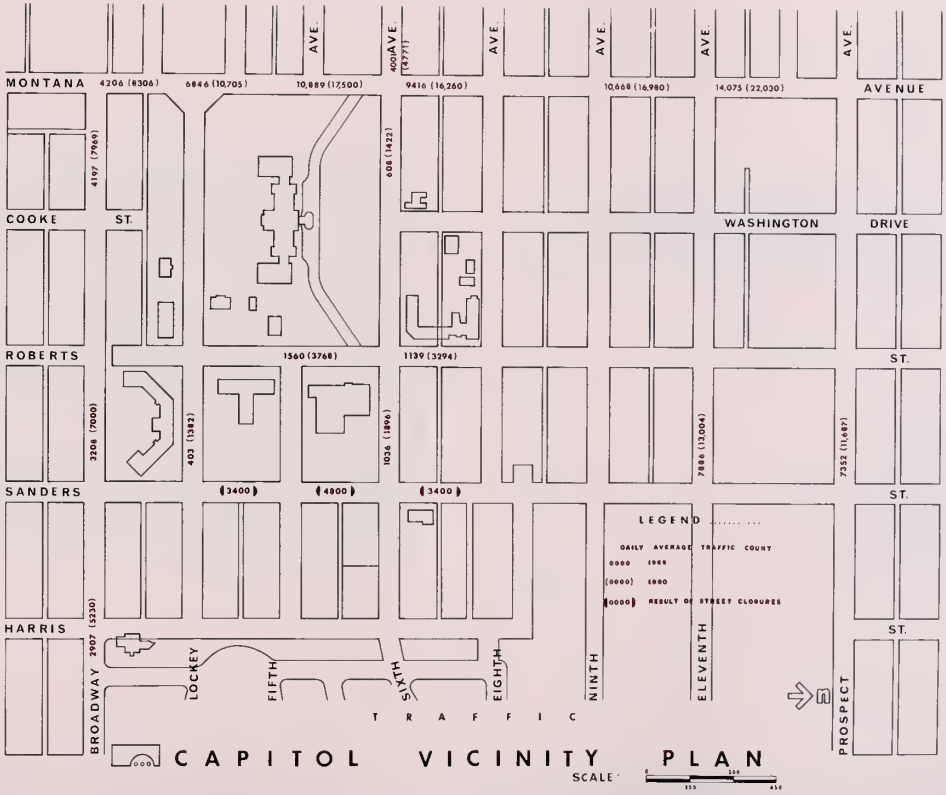

MONTANA
AVENUE
COOKE
ST.
WASHINGTON
DRIVE
ROBERTS
ST
SANDERS
ST.
LEGEND
TELEPHONE SERVICE
WATER SERVICE
HARRIS
ST.
BROADWAY
LOCKEY
FIFTH
SIXTH
EIGHTH
NINTH
ELEVENTH
PROSPECT
EXISTING TELEPHONE & WATER
CAPITOL VICINITY PLAN
SCALE

CAPITOL COMPLEX - TRAFFIC

SINCE THE CAPITDL CDMPLEX IS ONE OF THE LARGEST TRAFFIC GENERATDRS IN THE CITY OF HELENA, IT IS UNDERSTANDABLE THAT A DEVELOPMENT PLAN FOR THE AREA WDULD CONCERN ITSELF WITH THE TRAFFIC INHERENT TO IT. IN FACT IT IS PROBABLE, THAT AT CERTAIN TIMES DF THE DAY, THE COMPLEX IS THE BIGGEST GENERATOR OF TRAFFIC IN THE CITY. ALTHOUGH THE PEAK PERIDD OF TRAFFIC WILL LAST DNLY TEN TO FIFTEEN MINUTES IT IS NEVERTHELESS SIGNIFICANT.

THE PLAN SHOWING TRAFFIC AT THE CAPITOL COMPLEX WAS COMPILED USING TRAFFIC COUNTS FRDM A 1969 STATE HIGHWAY DEPARTMENT SURVEY OF THE AREA. FROM THE 1969 ASSIGNED DAILY AVERAGES, A 1990 DAILY AVERAGE WAS PROJECTED FDR BOTH THE INDIVIDUAL STREETS AND THE DVERALL TRIPS IN AND OUT OF THE CAPITOL ZDNE. WHILE IN 1969 THERE WAS AN AVERAGE DF 7,700 DAILY TRIPS IN AND DUT OF THE CAPITOL ZONE, THE 1990 PRDJECTION SHDWS AN AVERAGE OF 13,400 DAILY TRIPS IN AND OUT OF THE CAPITOL ZONE. THIS IN TURN MEANS THAT EACH STREET WILL CARRY A HEAVIER TRAFFIC LOAD. IT SHOULO BE NOTED THAT ALL THESE FIGURES ARE DAILY AVERAGES AND THEREFDRE FLUCTUATE FROM DAY TO DAY. THEY ARE INDICATIONS OF A TREND MORE THAN STATEMENTS OF FACT, AND THEY MAY VARY GREATLY WITH A CHANGE IN RELATED CONDITIONS, SUCH AS THE CLOSURE OF CERTAIN STREETS. AND THOUGH THE FIGURES MAY BE ONLY INDICATIONS DF A TREND, FAILURE TO RECOGNIZE THEM IN A DEVELOPMENT PLAN WOULD BE UNREALISTIC.

TRAFFIC, MORE THAN ANY OTHER AREA, REQUIRES COORDINATION WITH CITY PLANNING OFFICIALS. BY ELIMINATING INDIVIDUAL PLANNING STUDIES AS SUCH AND BY FDRMING ALL DEVELDPMENT PLANS SD THAT THEY FUNCTION WITH ONE ANOTHER, AN EFFECTIVE COMPREHENSIVE PLAN CAN BE ACHIEVED. IN OTHER WORDS, WHAT HAPPENS AT THE CAPITOL AFFECTS THE CITY TRAFFIC AND WHAT HAPPENS THROUGHOUT THE CITY AFFECTS THE CAPITOL TRAFFIC. THEREFORE, FUTURE THORDUGHFARE PLANS FOR EACH SHOULD RECOGNIZE AND HARMONIZE WITH THE OTHER. IF A PARTICULAR STREET IS MODIFIED OR EVEN CLOSED, HOW WILL IT AFFECT OTHER AREAS? THE SCOPE IS CITY-WIDE.


MONTANA
AVE.
400 AVE. (14,771)
AVE.
AVE.
AVE.
AVE.
4206 (8306)
6846 (10,705)
10,889 (17,500)
9416 (16,260)
10,668 (16,980)
14,075 (22,030)
AVENUE
4197. (7949)
608 (1422)
COOKE
ST.
WASHINGTON
DRIVE
ROBERTS
1560 (3768)
1139 (3294)
ST.
3208 (7000)
403 (1382)
1026 (1896)
7886 (13,004)
7252 (11,687)
SANDERS
3400
4800
3400
ST.
LEGEND
DAILY AVERAGE TRAFFIC COUNT
0000 1969
(0000) 1980
(0000) RESULT OF STREET CLOSURES
HARRIS
ST.
BROADWAY 2907 (5230)
LOCKEY
FIFTH
SIXTH
EIGHTH
NINTH
ELEVENTH
PROSPECT
T R A F F I C
CAPITOL VICINITY PLAN
SCALE
0
200
350
450

CAPITOL COMPLEX - EXISTING PARKING

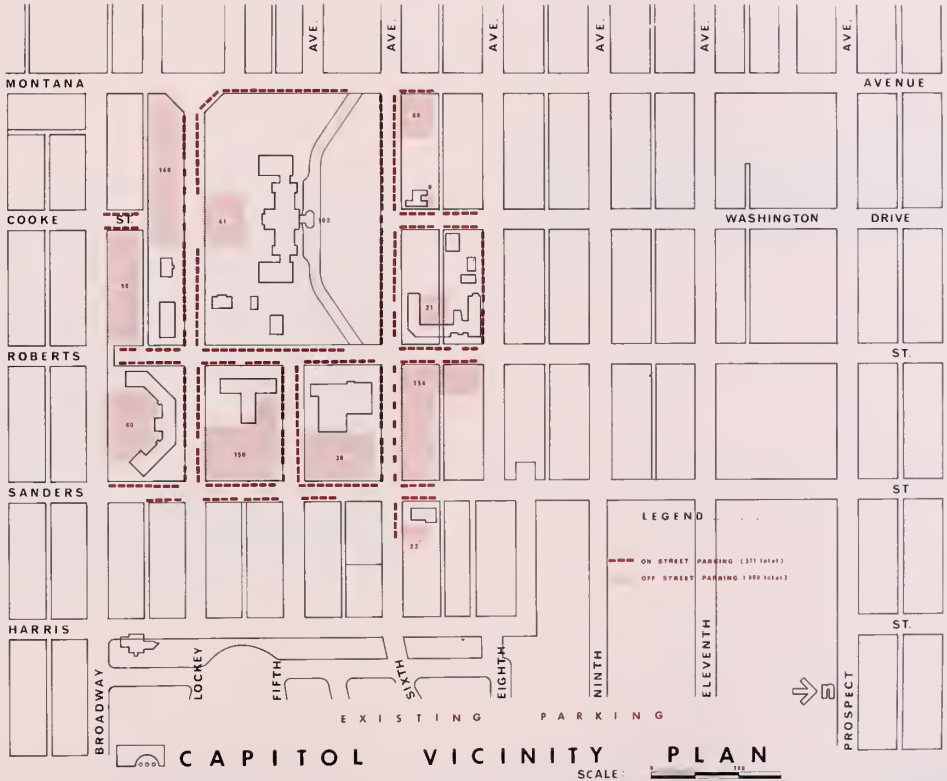
WITH THE CAPITOL COMPLEX BEING ONE OF THE LARGEST TRAFFIC GENERATORS IN THE CITY OF HELENA, IT IS EVIDENT THAT IT ALSO MAY HAVE ONE OF THE LARGEST REQUIREMENTS FOR AUTOMOBILE PARKING IN THE CITY. THIS BEING FURTHER SUBSTANTIATED BY A LIST OF EMPLOYEES IN THE CAPITOL COMPLEX.

CAPITOL COMPLEX EMPLOYEES

BUILDING	NUMBER
STATE CAPITOL	279
MITCHELL BUILDING	392
COGSWELL BUILDING	121
HIGHWAY BUILDING AND HOUSES	454
MEMORIAL BUILDING	35
EMPLOYMENT SECURITY BUILDING	150
LIVESTOCK BUILDING	23
AGRICULTURE BUILDING	6
TEACHERS RETIREMENT BUILDING	23
INSTITUTION BUILDING	16
BOARD OF HEALTH BUILDING	35
TOTAL	1,534

ALTHOUGH THE TOTAL OF 1,534 EMPLOYEES WILL VARY FROM DAY TO DAY, IT DOES GIVE AN APPROXIMATE DAILY FIGURE AND AN ACCURATE INDICATION OF WHERE THE DENSITY OF EMPLOYEES AND THRERFORE PARKING REQUIREMENTS IS THE GREATEST. IT IS APPARENT THAT THE HIGHWAY BUILDING, MITCHELL BUILDING AND THE STATE CAPITOL ARE THE MAJOR POINTS OF PARKING DEMAND. THE 1,534 COMPLEX EMPLOYEES DO NOT REQUIRE 1,534 PARKING SPACES SINCE AN APPROXIMATE AVERAGE OF DAILY EMPLOYEE DRIVERS IS 1,000. TO ACCOMODATE THIS DAILY AVERAGE OF EMPLOYEE AUTOMOBILES, THE CAPITOL COMPLEX PRESENTLY HAS 995 OFF-STREET PARKING SPACES, MANY OF WHICH ARE UNIMPROVED, AND 371 ON-STREET PARKING SPACES, THIS MAY SEEM SUFFICIENT, AND, AT TIMES IT IS, BUT NONE OF THE FIGURES TO THIS POINT HAVE INCLUDED VISITORS OR MORE IMPORTANT, THE LEGISLATURE. BY ITS VERY NATURE THE STATE CAPITOL WILL ATTRACT BOTH TOURISTS AND BUSINESSMEN, WHICH WILL INCREASE PARKING DEMAND. WHEN THE LEGISLATURE IS IN SESSION, THERE IS A NEED GENERATED FOR 300-500 ADDITIONAL PARKING SPACES. THIS SITUATION FORCES THE PRESENT PARKING INTO INADEQUACY.

THEREFORE, IT IS EVIDENT THAT AN EXPANSION OF SURFACE PARKING IS REQUIRED TO MEET THE EXISTING NEEDS OF THE CAPITOL COMPLEX. QUANTITY, AS WELL AS LOCATION, ARE ESSENTIAL FACTORS. IN FUTURE PLANNING FOR THE COMPLEX THIS PARKING MUST BE CONTINUALLY STUDIED, RECOGNIZING THE RELATIONSHIP BETWEEN IT AND FUTURE TRAFFIC PATTERNS. FLEXIBILITY AND COORDINATION WITH RELATED FACILITIES ARE FUNDAMENTAL ASPECTS VITAL TO ANY PRESENT PARKING SYSTEM OR FUTURE DEVELOPMENT PLAN.


AVE.
AVE.
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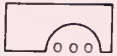
AVE.
AVE.
MONTANA
AVENUE
COOKE
ST.
WASHINGTON
DRIVE
ROBERTS
ST.
SANDERS
ST.
HARRIS
ST.
LEGEND
ON STREET PARKING (371 total)
OFF STREET PARKING (980 total)
BROADWAY
LOCKEY
FIFTH
SIXTH
EIGHTH
NINTH
ELEVENTH
PROSPECT
EXISTING PARKING
CAPITOL VICINITY PLAN
SCALE:

CAPITOL COMPLEX – BUILDINGS

AFTER STUDYING EXISTING LEASED PROPERTY LOCATIONS AND STATE PROPERTY LOCATIONS OUTSIDE THE CAPITOL COMPLEX, EMPHASIS CAN BE PLACED ON AN EXAMINATION OF COMPLEX FACILITIES. A COMPLETE ANALYSIS OF THESE FACILITIES REQUIRES A THOROUGH INVENTORY OF BUILDING SPACE. AS WITH THE PROPERTY OUTSIDE THE CAPITOL COMPLEX, THE LOGICAL BREAKDOWN OF THIS SPACE SEEMS TO BE BY LOCATION AND A SPECIFIED DIVISION OF GOVERNMENT. THE SUBSEQUENT SPACE INVENTORY LISTS OFFICE AND OFFICE RELATED SPACE FIRST BY BUILDING AND SECOND BY DEPARTMENT AND/OR ELECTED OFFICIALS WITHIN THE BUILDING. THEN WITHIN EACH BUILDING, THE INDIVIDUAL DEPARTMENTAL AND/OR ELECTED OFFICIALS SPACE IS RECORDED ON EACH FLOOR TOGETHER WITH A TOTAL SQUARE FOOTAGE OF ALL THE FLOORS. WHILE SOME BUILDINGS HOUSE ONLY ONE DEPARTMENT, OTHERS, LIKE THE STATE CAPITOL, HOUSE MANY. THE AREAS UTILIZED IN THIS ANALYSIS WERE COMPUTED FROM THE INCLUDED CAPITOL COMPLEX BUILDING PLANS. THEREFORE, THE AREAS LISTED COINCIDE WITH THE DEPARTMENTAL AND/OR ELECTED OFFICIALS DESIGNATIONS IN THE BUILDING PLANS. EXAMINING THE BUILDING PLANS SHOWS THAT SOME DEPARTMENTS ARE WIDELY SCATTERED THROUGHOUT THE COMPLEX. WHILE SOME ARE IRREGULARLY DISTRIBUTED THROUGHOUT ONLY ONE BUILDING, OTHERS ARE HAPHAZARDLY DISTRIBUTED THROUGHOUT SEVERAL BUILDINGS. EFFICIENCY SUFFERS IN THIS SITUATION JUST AS IT DOES IN VARIOUS DEPARTMENTS THAT HAVE LOCATIONS BOTH ON AND OFF THE CAPITOL COMPLEX.

THIS INVENTORY OF EXISTING CAPITOL COMPLEX SPACE FACILITIES IS NOT INTENDING TO PRESENT THE VARIOUS DEPARTMENT LOCATIONS AS PERMANENT ONES. THESE LOCATIONS ARE NOT FIXED, AND THEY CHANGE JUST AS LEASED LOCATIONS OFTEN DO. THIS STUDY ALSO HAS NOT ANALYZED THE SPACE ITSELF. FUTURE STUDIES MUST EXAMINE THE CONDITION AND ADEQUACY OF THESE SPACES, AND DETERMINE IF ITS DESIGN EFFICIENTLY SERVES THE FUNCTION AND REQUIREMENTS OF THE DEPARTMENT OCCUPYING IT.



CAPITOL COMPLEX - SPACE INVENTORY

LOCATION & DEPARTMENT	SQ. FT.	TOTAL
AGRICULTURE BUILDING		
Department of Agriculture		
Ground	1,157	1,157
LIVESTOCK BUILDING		
Department of Livestock		
Ground	2,035	
First	2,145	
Second	1,965	6,145
BOARD OF HEALTH BUILDING		
Department of Health & Environmental Sciences		
First	1,840	
Second	1,875	
Third	1,901	5,616
EMPLOYMENT SECURITY BUILDING		
Department of Labor & Industry		
Basement	5,805	
First	6,494	
Second	7,460	
Third	7,204	
Fourth	7,456	34,419
HIGHWAY BUILDING		
Department of Highways		
Ground	4,700	
Basement-First	11,954	
First-Second	12,062	
Second-Third	11,956	
Fourth	4,148	
Fifth	4,629	49,449
COGSWELL BUILDING		
Department of Highways		
Ground	7,854	
First	6,528	14,382

LOCATION & DEPARTMENT	SQ. FT.	TOTAL
COGSWELL BUILDING		
Department of Health & Environmental Sciences		
Basement	4,920	
Ground	6,944	
First	7,005	
		18,869
Fish & Game Department		
Ground	327	
		327
MITCHELL BUILDING		
Department of Administration		
Ground	6,749	
Third	386	
		7,135
Fish & Game Department		
Ground	600	
First	6,479	
Second	393	
		7,472

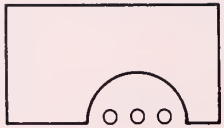
LOCATION & DEPARTMENT	SQ. FT.	TOTAL
MITCHELL BUILDING		
Elected Official - Superintendent of Public Instruction		
First	3,916	
Second	3,778	
		7,694
Department of Revenue		
Ground	1,557	
Second	6,032	
Third	7,413	
		15,002
Department of Agriculture		
Third	640	
		640
Elected Official - Auditor		
Third	596	
		596
Department of Natural Resources & Conservation		
Fourth	10,536	
		10,536

LOCATION & DEPARTMENT	SQ. FT.	TOTAL
CAPITOL		
Department of Administration		
Basement	5,705	
First	5,828	
Second	2,116	
		13,649
Elected Official - Auditor		
Basement	1,445	
Second	4,004	
		5,449
Elected Official - Superintendent of Public Instruction		
Basement	4,630	
First	5,250	
		9,880
Elected Official - Governor		
Basement	602	
Second	5,133	
		5,735
Elected Official - Treasurer		
Basement	156	
First	198	
Second	1,606	
		1,960
Department of State Lands		
Basement	668	
First	5,597	
		6,265
Legislative Branch		
Basement	801	
First	5,036	
Third	10,689	
Fourth	11,517	
		28,043

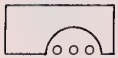
LOCATION & DEPARTMENT	SQ. FT.	TOTAL
CAPITOL		
Department of Law Enforcement		
Basement	161	
Second	2,853	
		3,014
Department of Intergovernmental Relations		
Second	971	
		971
Department of Business Regulation		
Basement	600	
		600
Department of Revenue		
Basement	474	
		474
Department of Agriculture		
Basement	364	
		364
Elected Official - Secretary of State		
Basement	2,086	
First	1,226	
Second	3,938	
		7,250
Elected Officials - Supreme Court		
Basement	918	
Second	1,394	
Third	10,677	
Fourth	1,032	
		14,021

LOCATION & DEPARTMENT	SQ. FT	TOTAL
MEMORIAL BUILDING		
Department of Education		
Basement	2,160	
Ground	24,157	
First	24,300	
Second	7,820	
Third	1,440	
		59,877
INSTITUTIONS BUILDING - 1236 Sixth Avenue		
Department of Institutions		
Basement	351	
First	2,886	
		3,237

LOCATION & DEPARTMENT	SQ. FT.	TOTAL
RESIDENCE - 315 Washington Drive		
Department of Highways	4,525	4,525
RESIDENCE - 1311 Eighth Avenue		
Department of Highways	2,142	2,142
RESIDENCE - 1315 Eighth Avenue		
Department of Highways	2,839	2,839
TEACHERS RETIREMENT BUILDING - 1500 E. Sixth Avenue		
Department of Administration	2,564	2,564

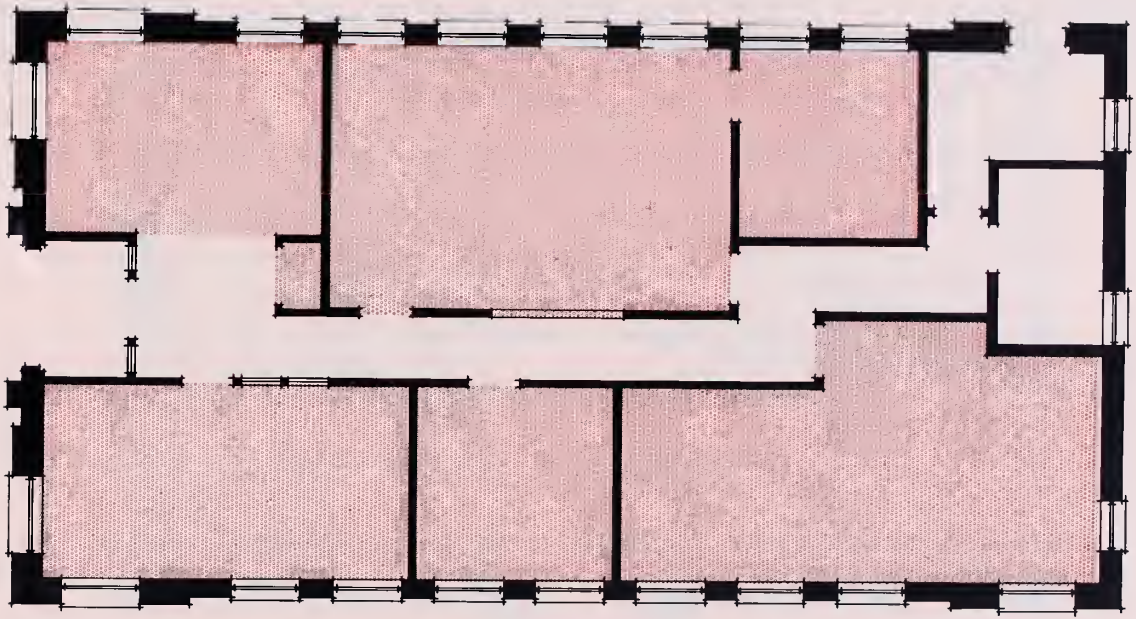


building plans



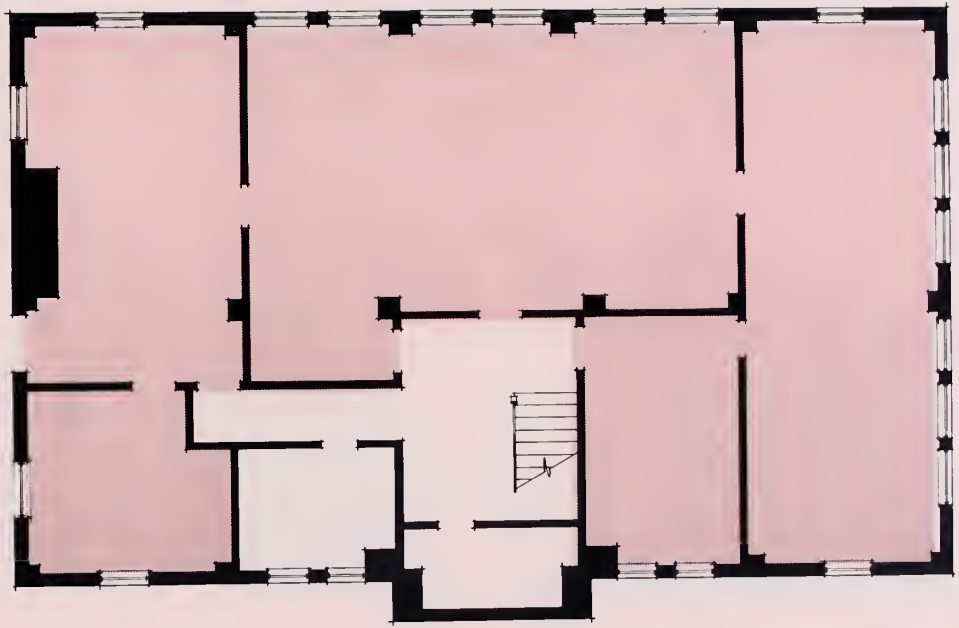
SPACE INVENTORY LEGEND

1. LEGISLATIVE BRANCH
2. JUDICIAL BRANCH - SUPREME CDURT
3. ELECTED DFFICIALS - GOVERNDR
4. ELECTED DFFICIALS - SECRETARY DF STATE
5. ELECTED DFFICIALS - STATE TREASURER
6. ELECTED DFFICIALS - AUDITOR
7. ELECTED OFFICIALS - SUPERINTENDENT DF PUBLIC INSTRUCTIDN
8. DEPARTMENT DF ADMINISTRATION
9. DEPARTMENT OF AGRICULTURE
10. DEPARTMENT DF BUSINESS REGULATION
11. DEPARTMENT DF FISH & GAME
12. DEPARTMENT OF HEALTH AND ENVIRONMENTAL SCIENCES
13. DEPARTMENT OF HIGHWAYS
14. DEPARTMENT DF INTERGDVERNMENTAL RELATIDNS
15. DEPARTMENT OF LABOR AND INDUSTRY
16. DEPARTMENT OF STATE LANDS
17. DEPARTMENT OF LAW ENFORCEMENT AND PUBLIC SAFETY
18. DEPARTMENT DF LIVESTDCK
19. DEPARTMENT DF NATURAL RESDURCES AND CONSERVATION
20. DEPARTMENT DF REVENUE



AGRICULTURE BUILDING

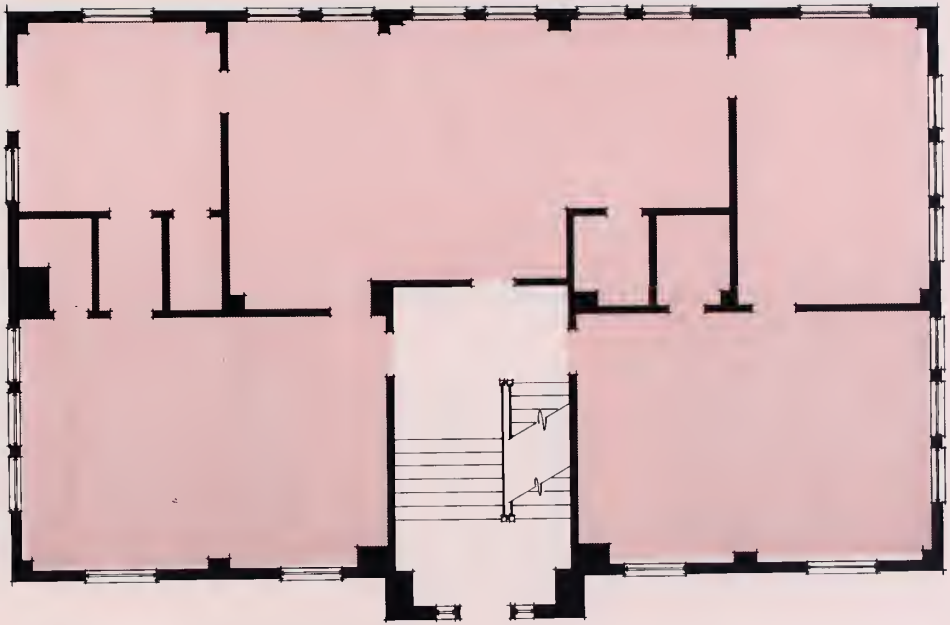
1st floor scale



LIVESTOCK BUILDING

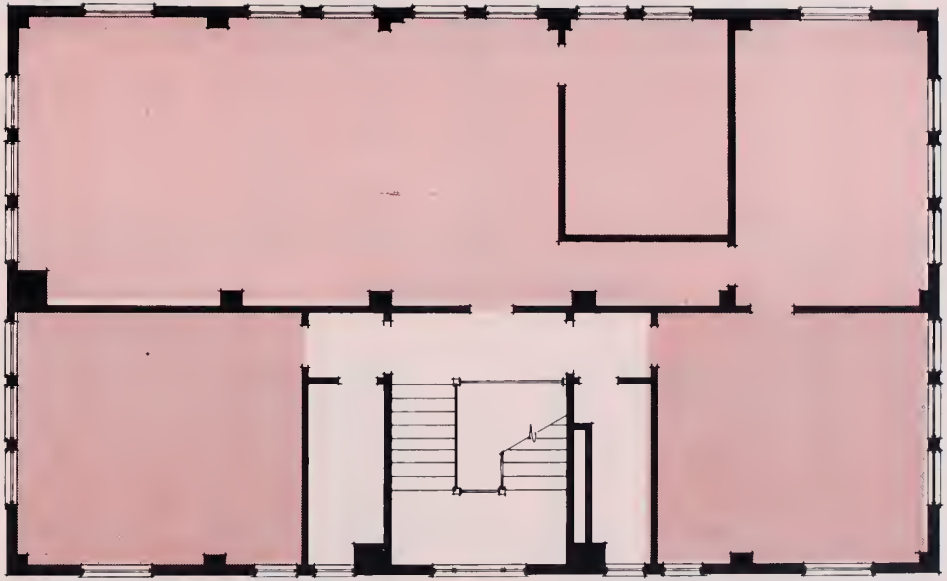
ground floor

scale 0 2 4 6 8 10



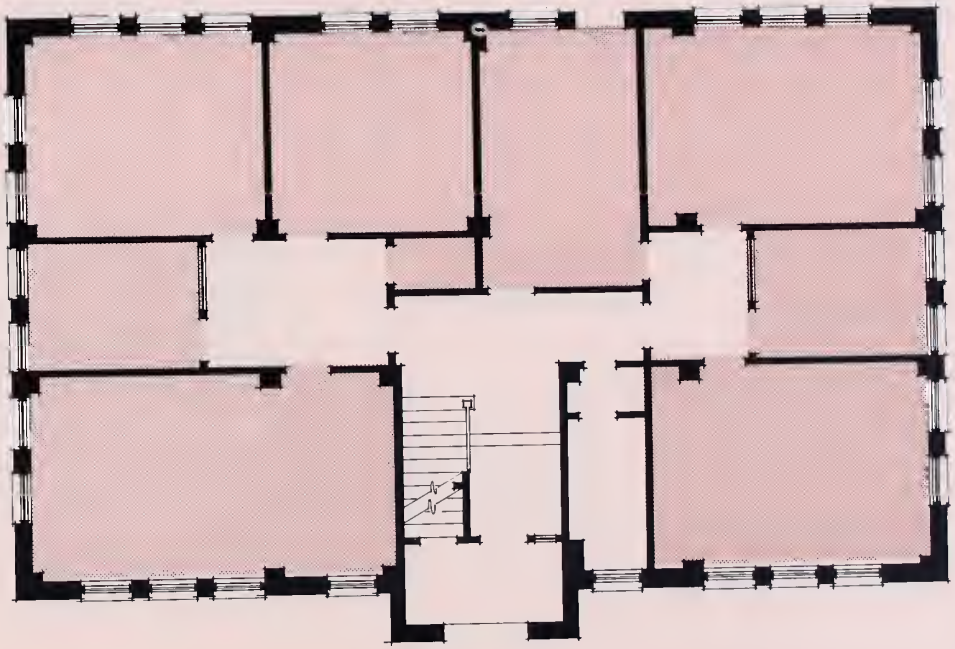
LIVESTOCK BUILDING

1st floor scale 0 2 4 6 8 10



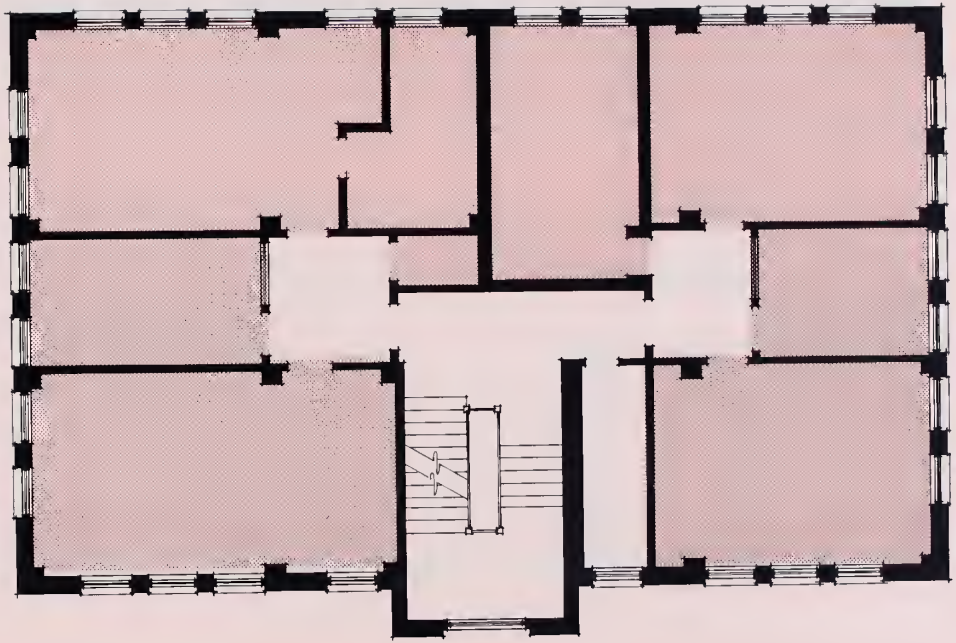
LIVESTOCK BUILDING

2nd floor scale 0 2 4 6 8 10



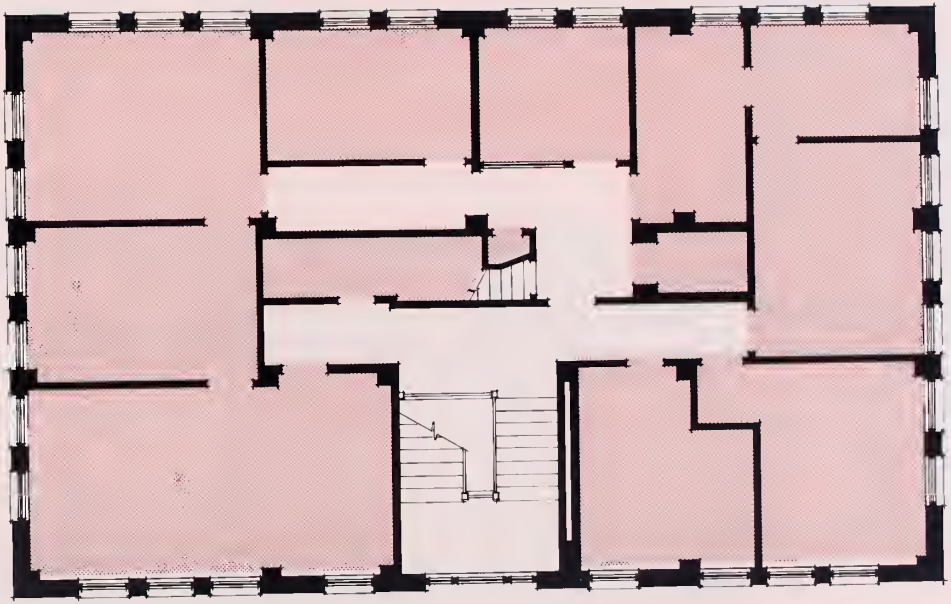
BOARD OF HEALTH

1st floor scale 0 2 4 6 8 10



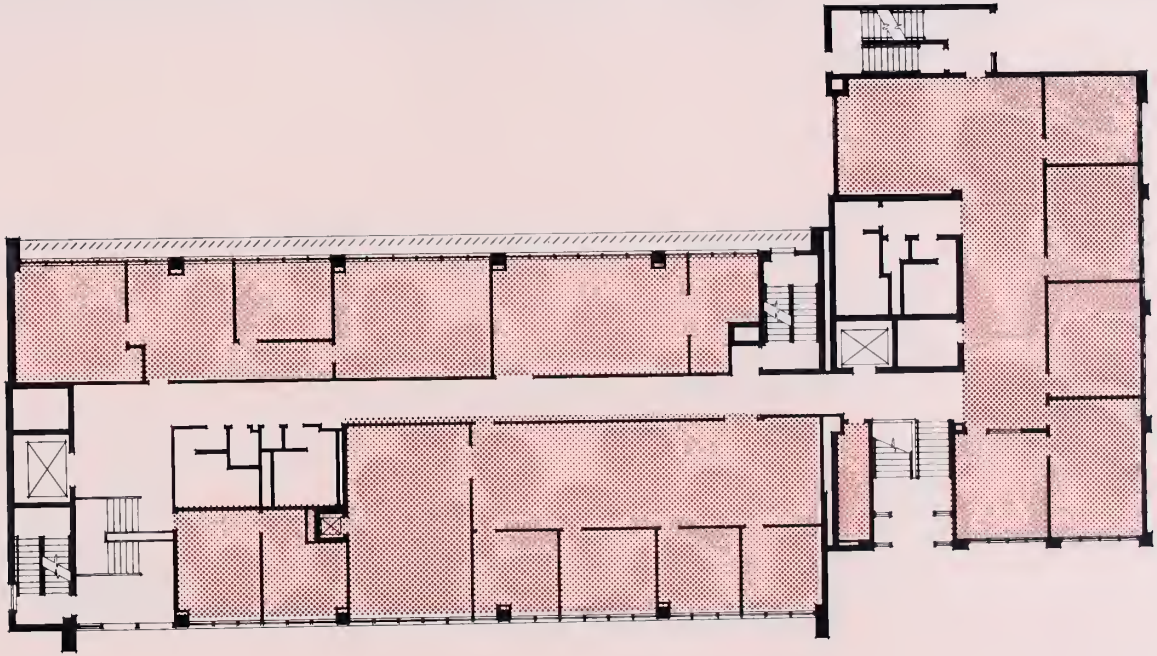
BOARD OF HEALTH

2nd floor scale 0 2 4 6 8 10



BOARD OF HEALTH

3rd floor scale 0 2 4 6 8 10



EMPLOYMENT SECURITY

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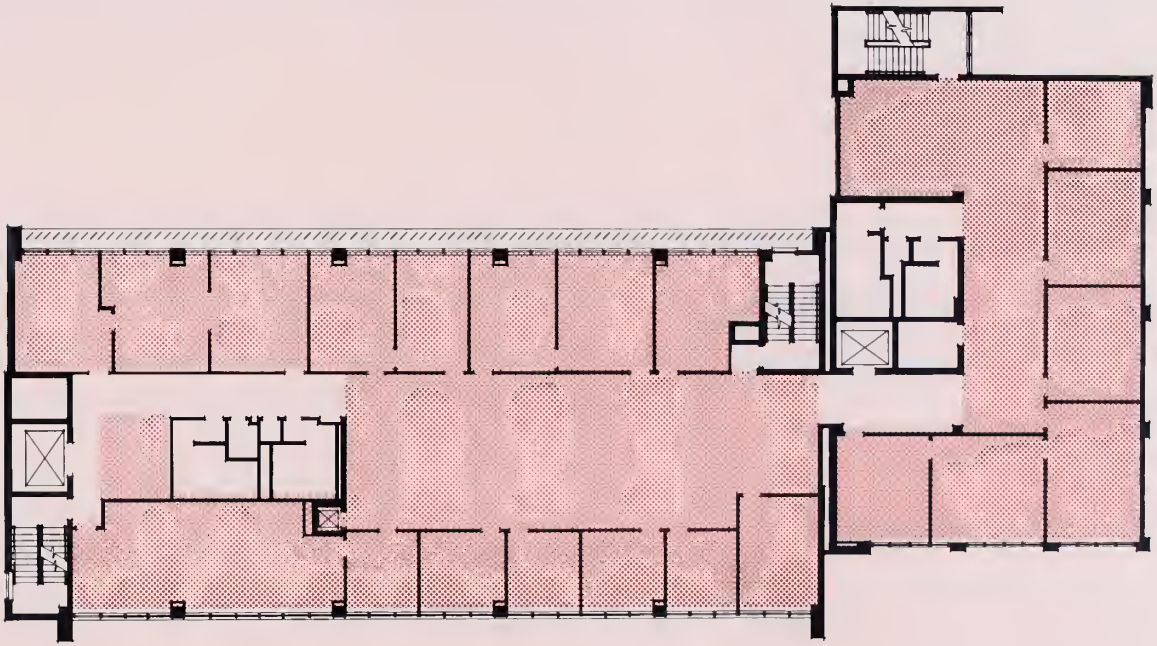

EMPLOYMENT SECURITY

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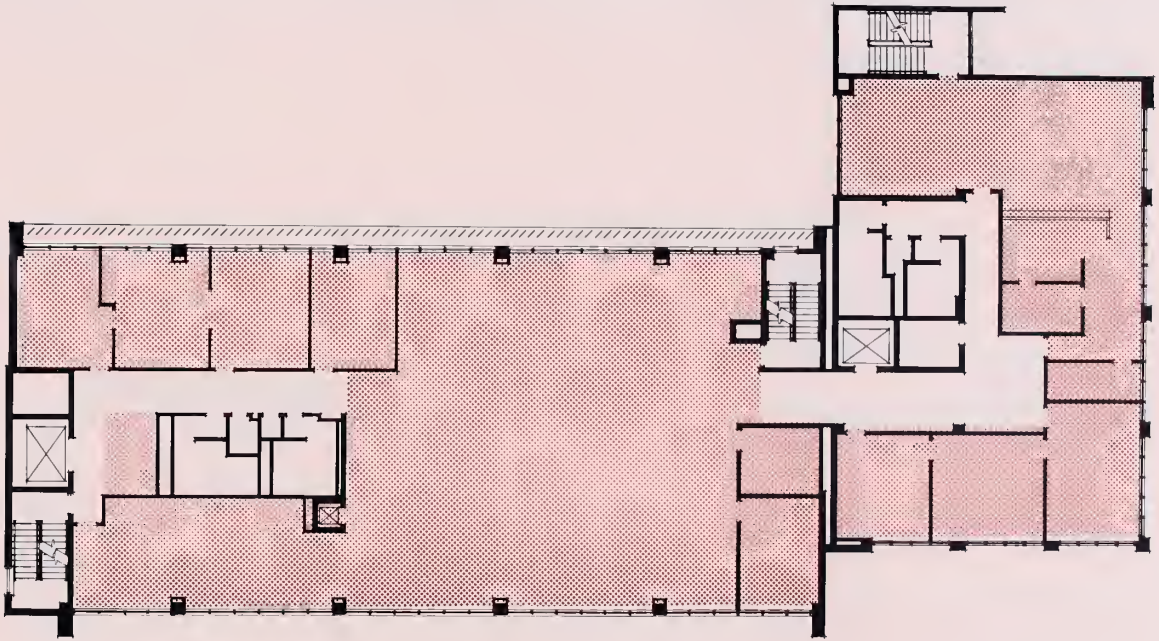

EMPLOYMENT SECURITY

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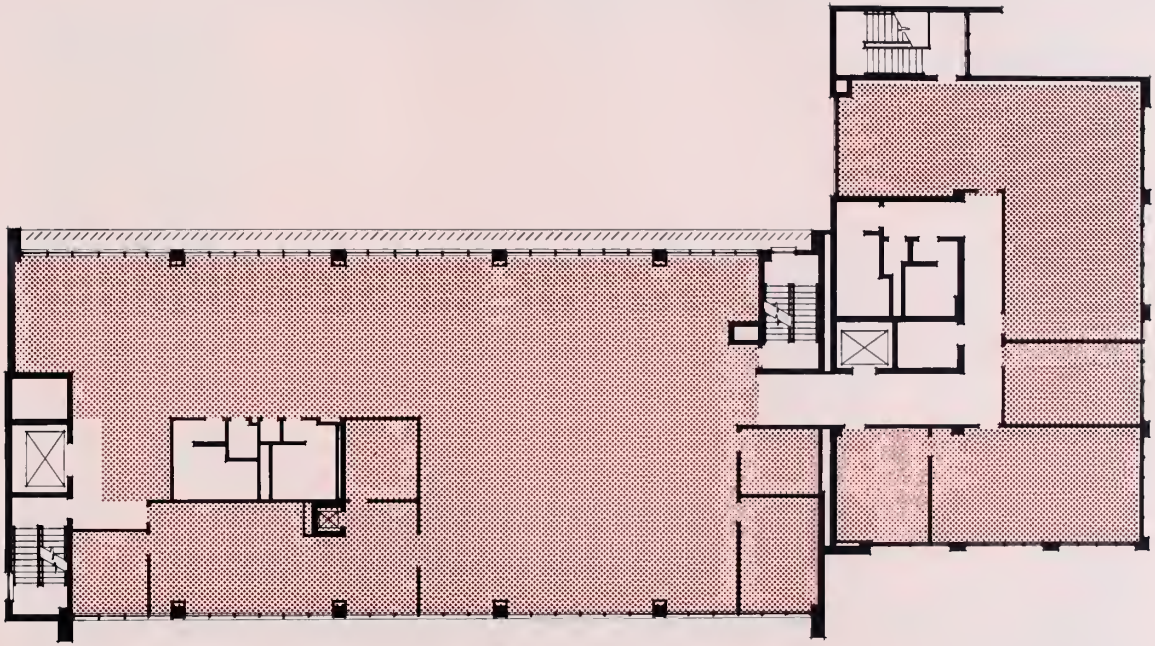
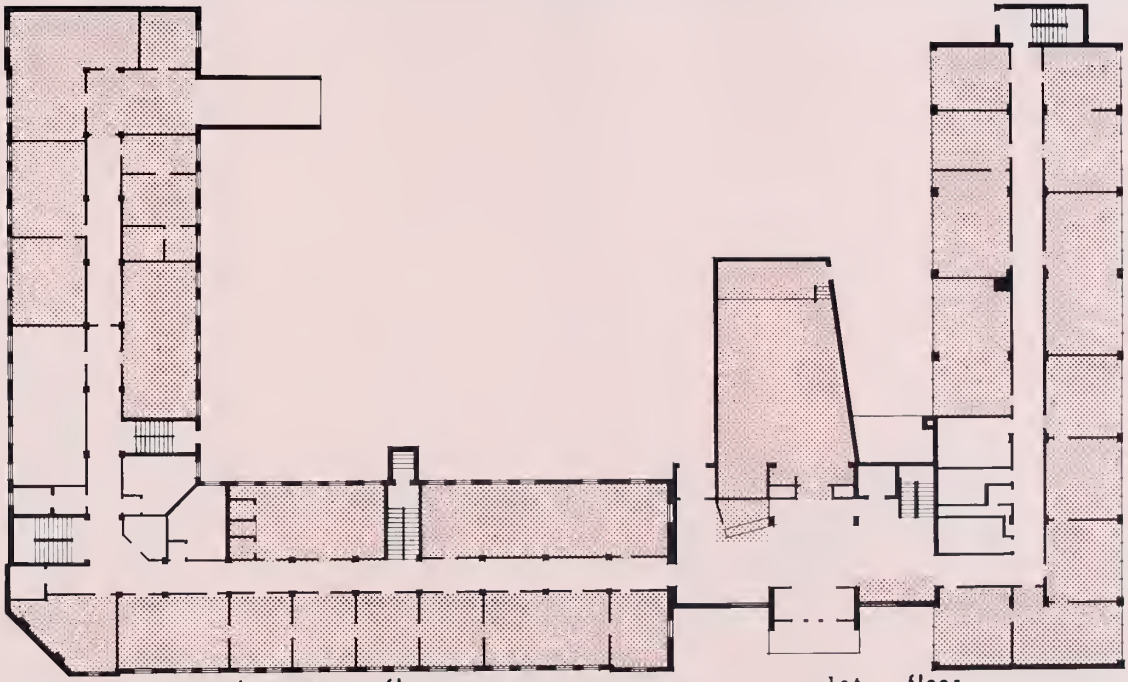


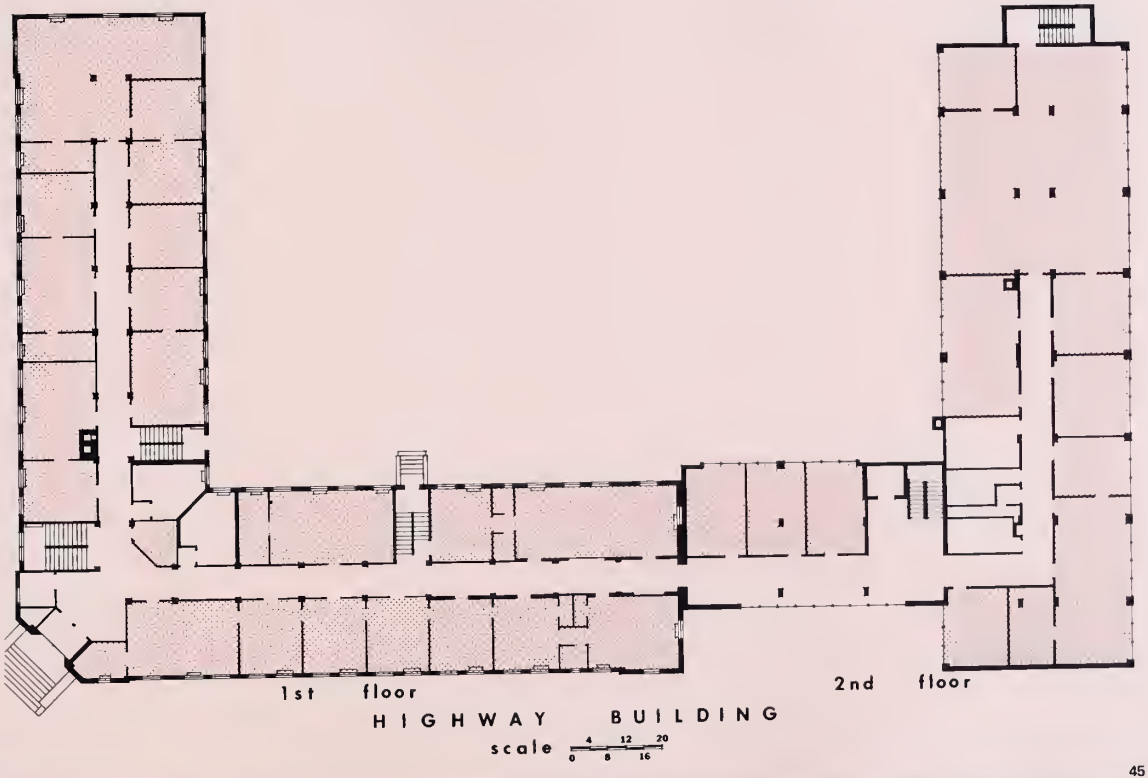
EMPLOYMENT SECURITY

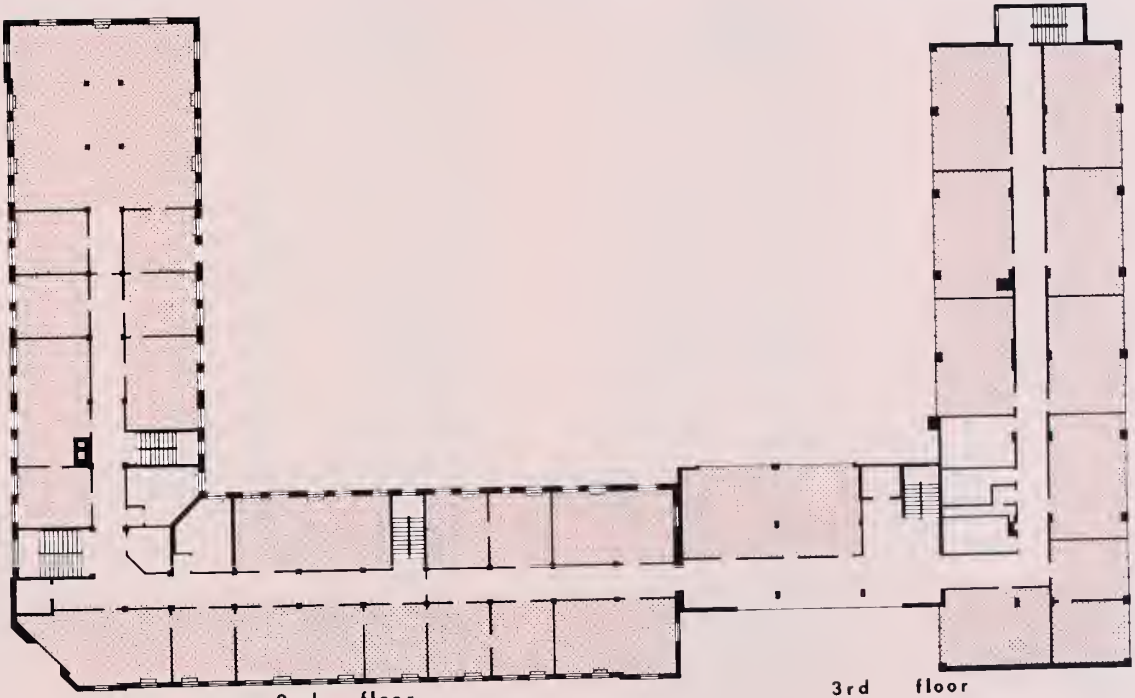
4th floor scale 0 4 8 12 16 20



HIGHWAY BUILDING

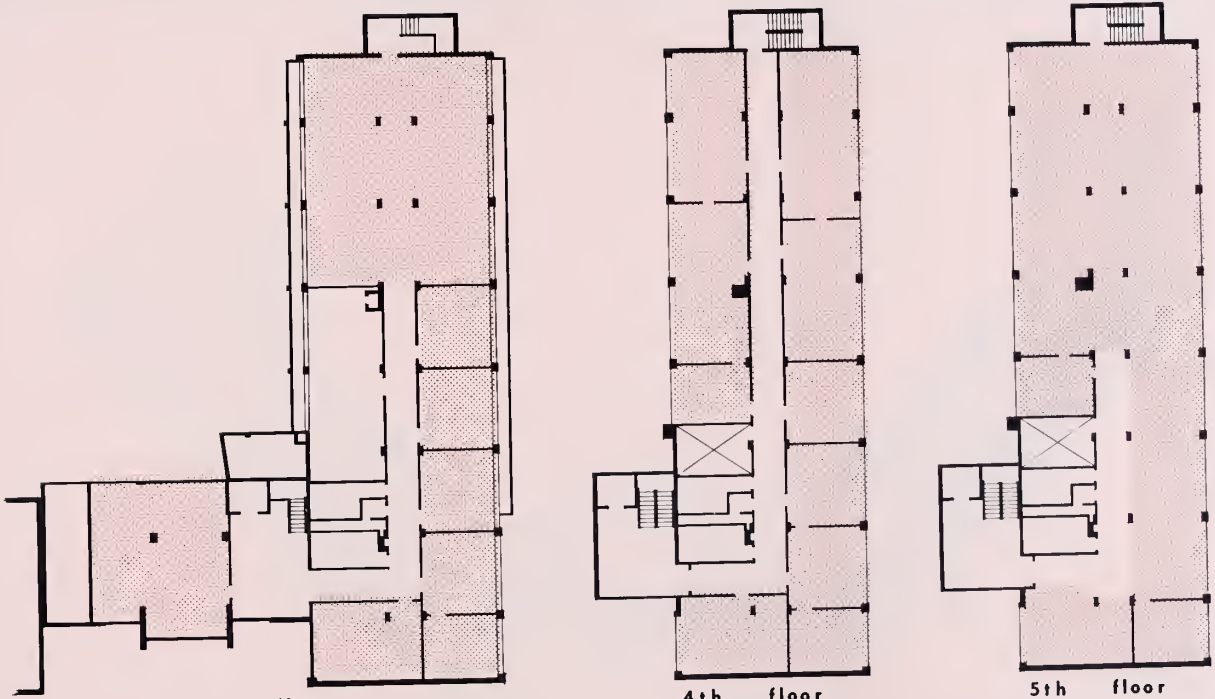
scale 4 12 20
0 8 16

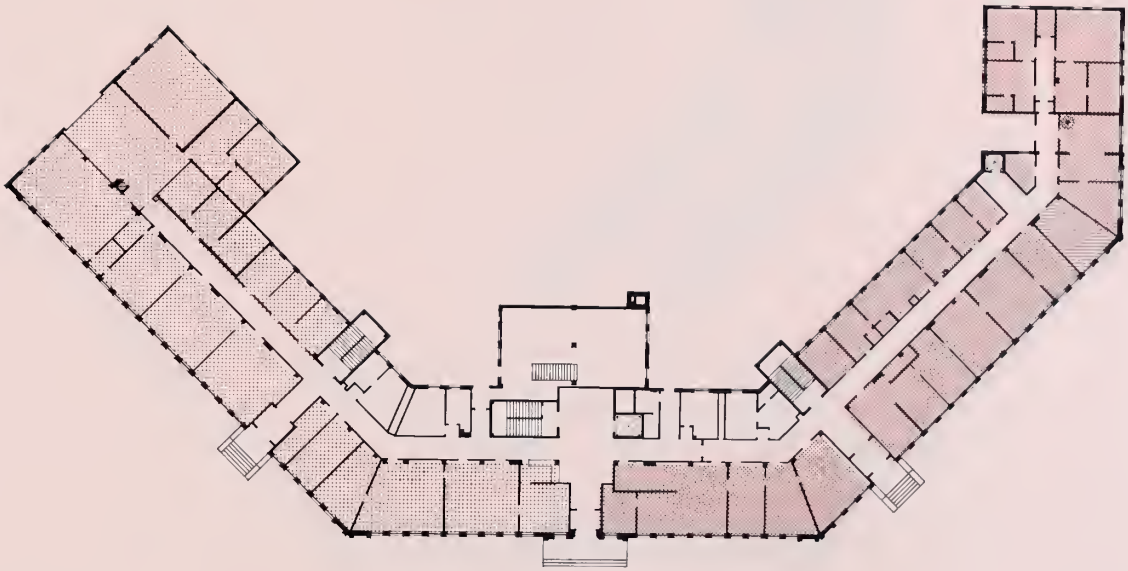

1st floor
2nd floor
HIGHWAY BUILDING
scale
4 12 20
0 8 16

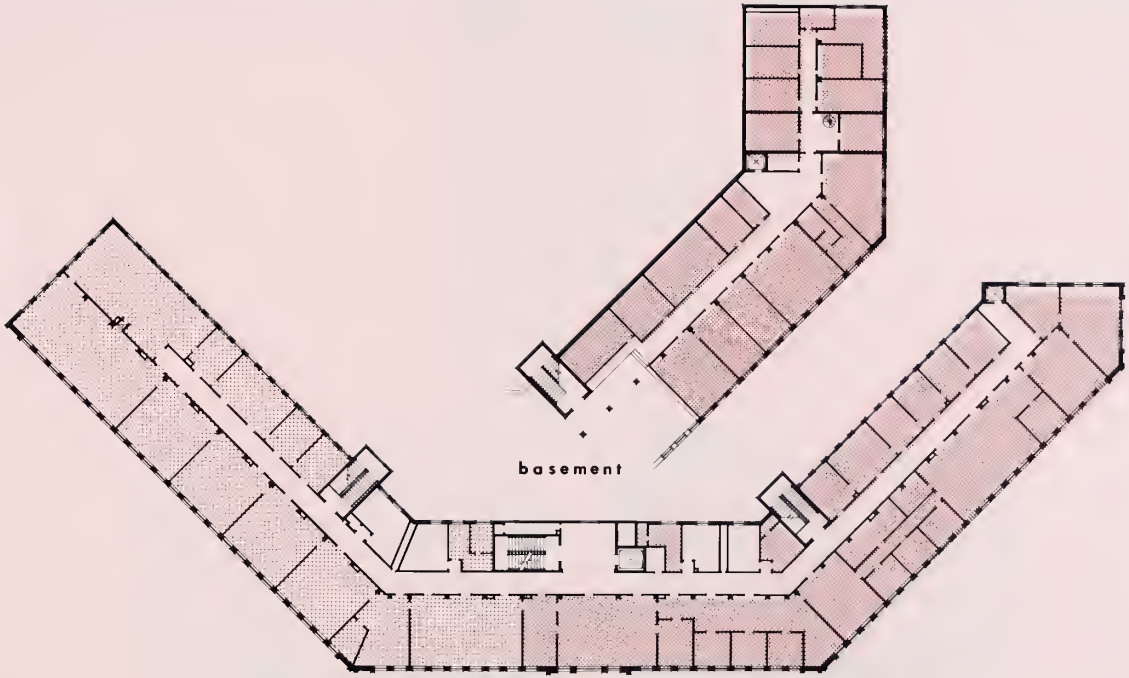


HIGHWAY BUILDING

scale 0 4 8 12 16 20

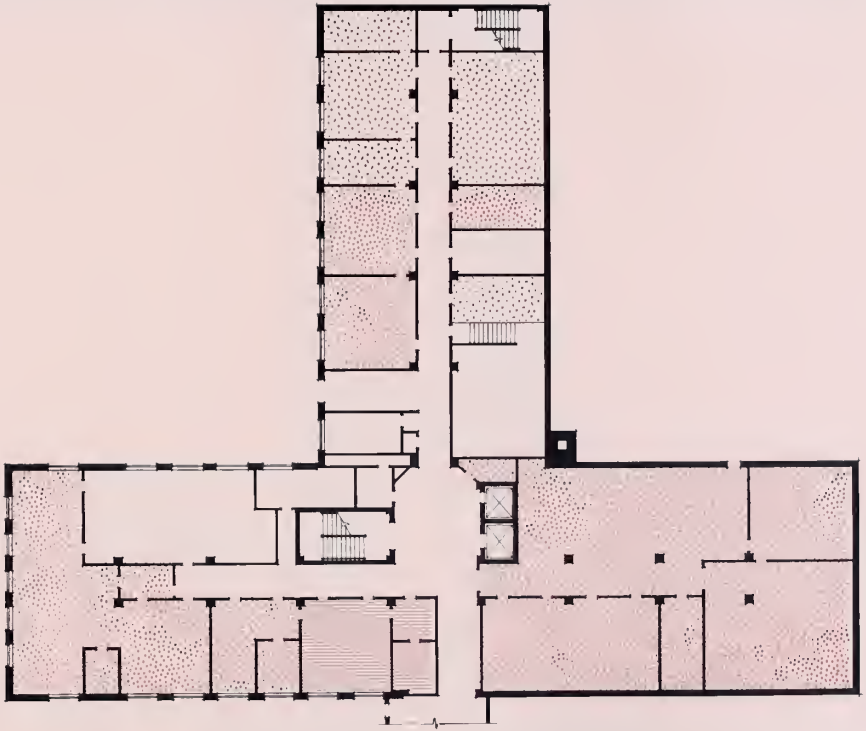

ground floor
4th floor
5th floor
HIGHWAY BUILDING
scale
0 4 8 12 16 20

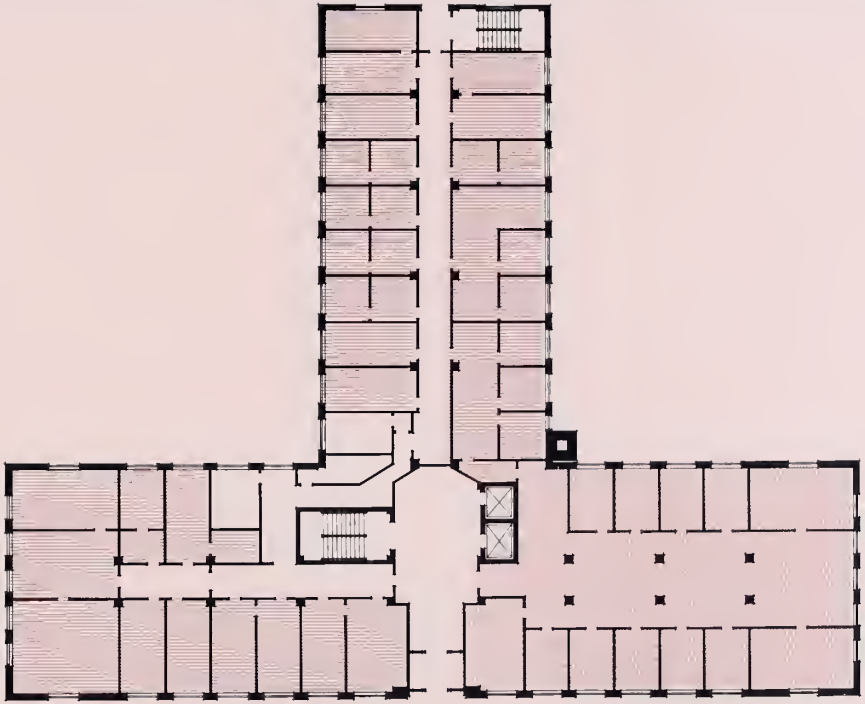

COGSWELL BUILDING
ground floor
scale
4 12 20
0 8 16



COGSWELL BUILDING

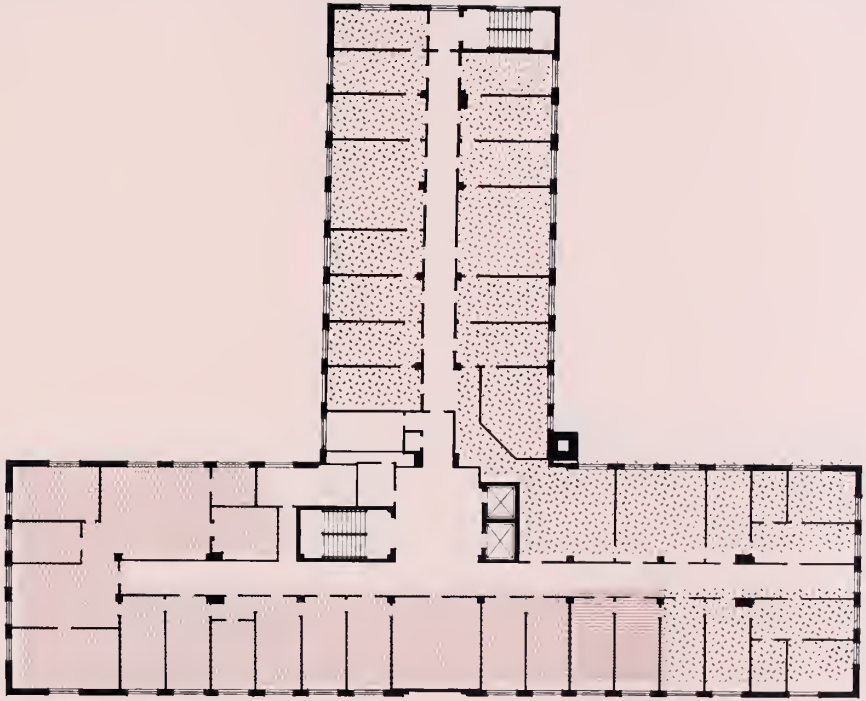
1st floor scale 4 12 20
0 8 16


MITCHELL BUILDING
ground floor
scale
0 4 8 12 16 20



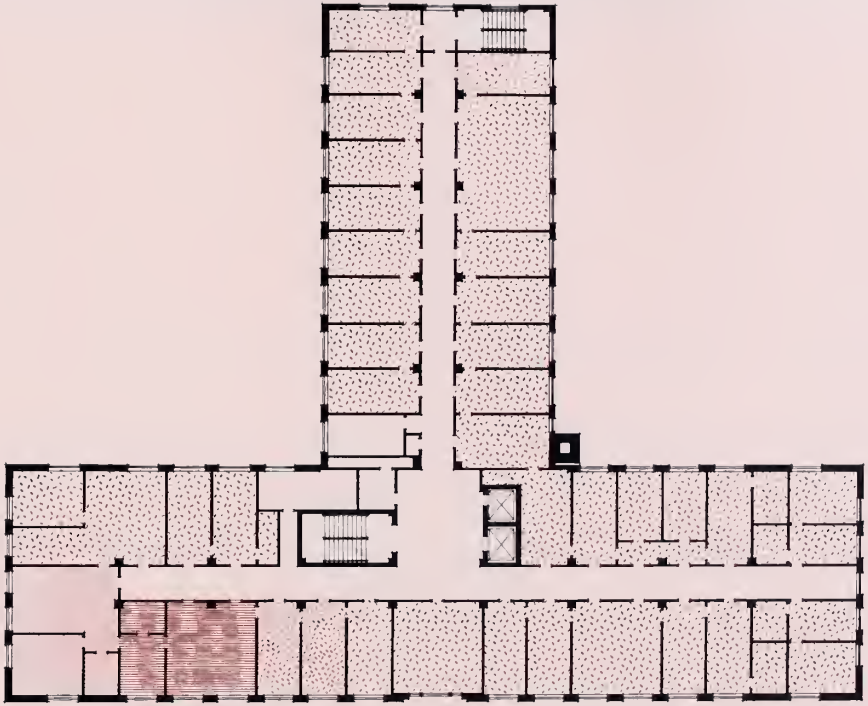
MITCHELL BUILDING

1st floor scale 0 4 8 12 16 20



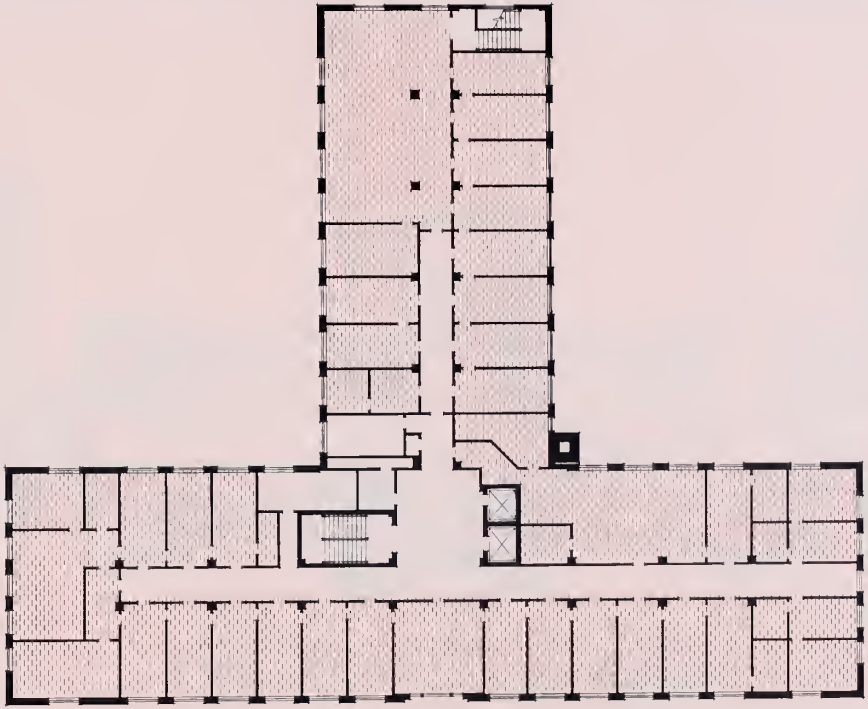
MITCHELL BUILDING

2nd floor scale 4 12 20
0 8 16

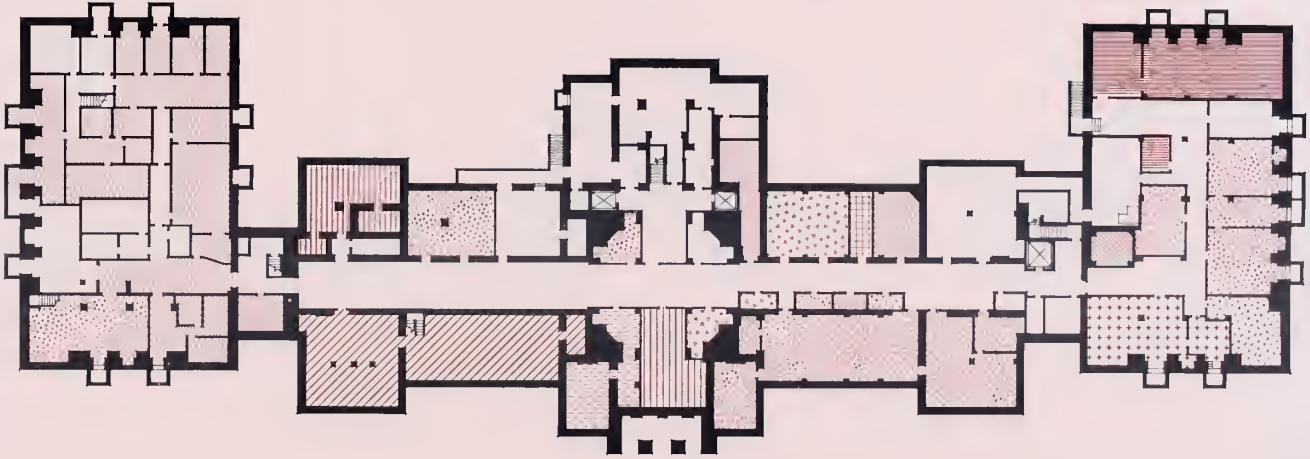


MITCHELL BUILDING

3rd floor scale 0 4 8 12 16 20

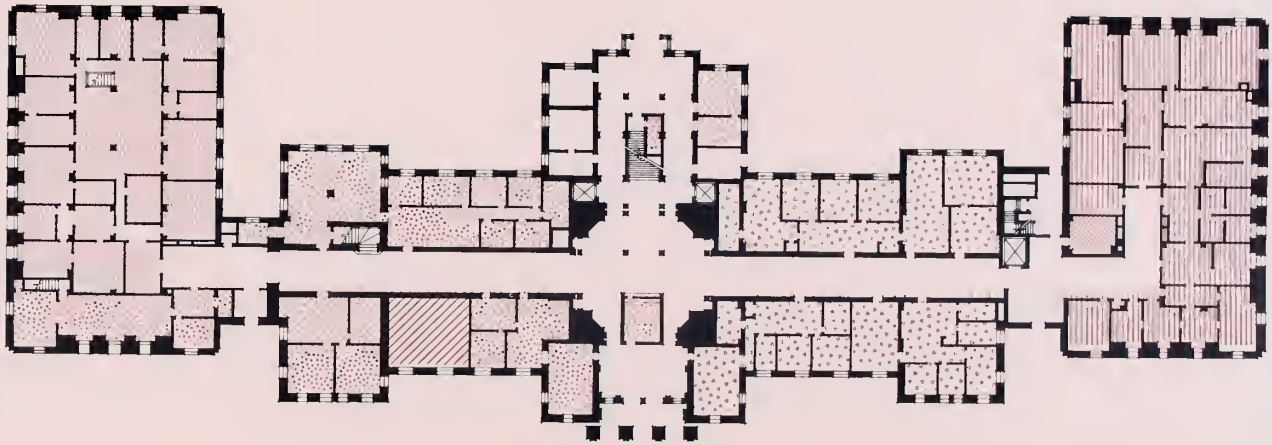


MITCHELL BUILDING
4th floor scale 0 4 8 12 16 20



STATE CAPITOL

basement floor scale 4 12 20
0 8 16

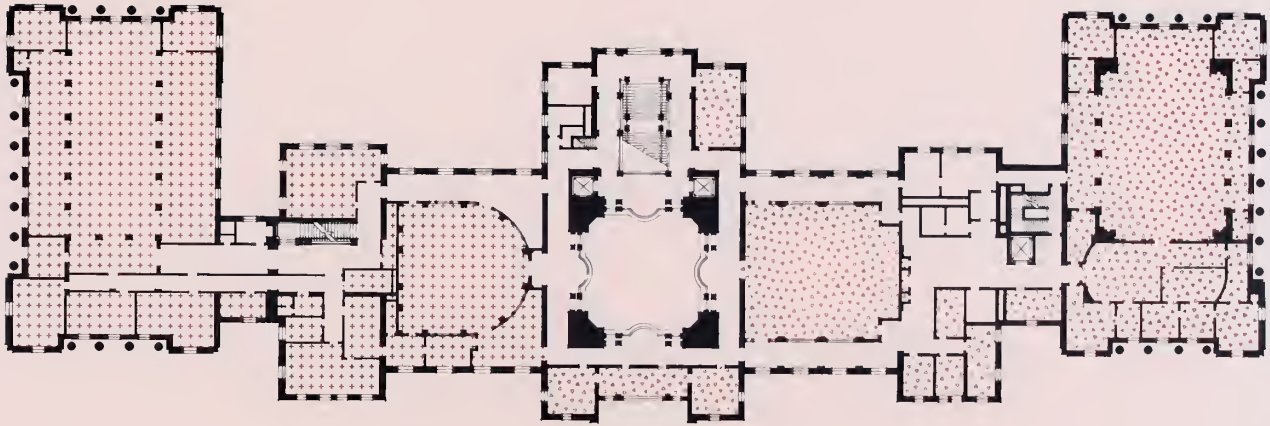


STATE CAPITOL

1st floor scale 4 12 20
0 8 16

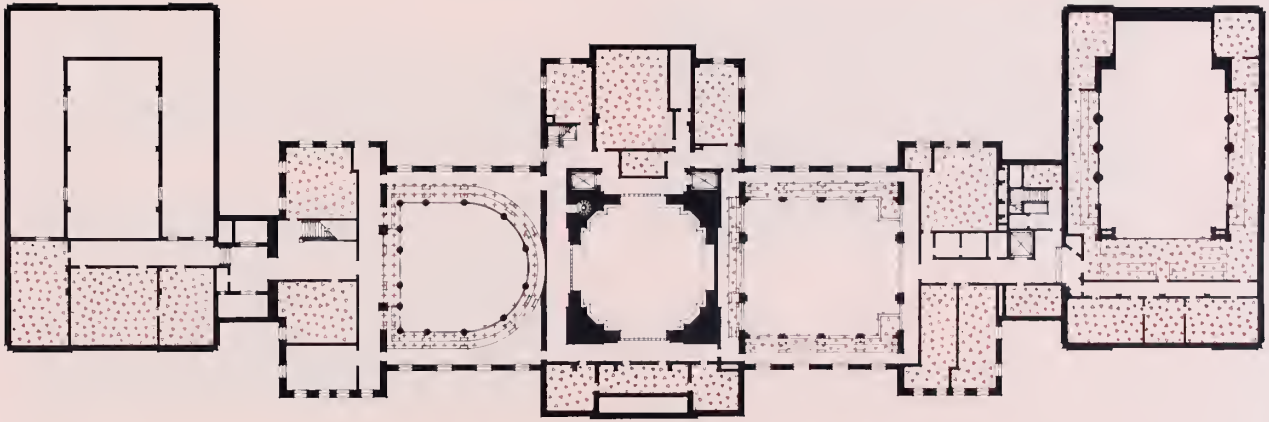
STATE CAPITOL

2nd floor scale 0 4 8 12 16 20



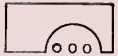
S T A T E C A P I T O L

3rd floor scale 4 12 20 / 0 8 16



STATE CAPITOL

4th floor scale 0 4 8 12 16 20

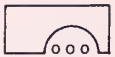


SPACE INVENTORY SUMMARY

FOR INVENTORY PURPOSES THE EXAMINATION OF SPACE HAS BEEN DIVIDED INTO THREE LOGICAL SECTIONS: THE CAPITOL COMPLEX, STATE PROPERTY LOCATIONS OUTSIDE THE COMPLEX, AND STATE LEASED PROPERTY LOCATIONS. CIRCUMSTANCES HAVE VARIED IN EACH SECTION, AND THEREFORE, THE DATA RECORDED HAS VARIED ACCORDINGLY. WHEREAS SOME ITEMS ARE COMMON TO ALL THE SECTIONS, OTHERS, SUCH AS RENTAL MONIES, ARE NOT.

AFTER ANALYZING THE THREE SECTIONS INDIVIDUALLY, IT BECOMES NECESSARY TO COMBINE THEIR COMMON POINTS AND STUDY THEM COLLECTIVELY. TO ACCOMPLISH THIS THE DEPARTMENT AND/OR ELECTED OFFICIALS WAS SELECTED AS THE FUNDAMENTAL UNIT. ALL SECTIONS INCLUDED THIS PARTICULAR DIVISION IN THEIR SPACE INVENTORIES, AND ALL WERE BASICALLY BUILT AROUND IT. CHOSEN AS DIVISIONS UNDER THIS HEADING WERE DEPARTMENT LOCATIONS AND SQUARE FOOT AREAS AT THESE LOCATIONS. THE TYPE OF AREA INVENTORIED VARIED AMONG THE SECTIONS. SINCE SOME AREAS ARE LISTED AS GROSS WHILE OTHERS ARE STRICTLY OFFICE AND OFFICE RELATED AREAS, A TOTAL OF DEPARTMENTAL AREA FOR ALL THREE SECTIONS WOULD BE UNREALISTIC. THEREFORE, TOTALS OF DEPARTMENTAL SPACE WERE CALCULATED FOR ALL LOCATIONS WITHIN EACH OF THE THREE SECTIONS.

IT SHOULD BE EMPHASIZED THAT THIS SPACE STUDY IS NOT ATTEMPTING TO DEFINE THE SPECIFIED NEEDS OF EACH DEPARTMENT. HOWEVER, IT IS STRIVING TO INCLUDE A GENERAL INVENTORY OF EACH DEPARTMENT'S EXISTING SPACE FACILITIES IN AN OVERALL DEVELOPMENT PLAN OF THE CAPITOL COMPLEX. FURTHER DETAILED ANALYSES WILL INDEED BE NECESSARY FOR ALL UNITS. THEREFORE, IT IS HOPED THAT THIS STUDY WILL SERVE AS A STURDY FOUNDATION FOR FUTURE UNIFICATION OF ALL PLANNING AT THE CAPITOL COMPLEX. FROM THIS GENERAL INVENTORY FUTURE STUDIES CAN PROGRESS TO ANALYZE THE CONDITION, EFFICIENCY, AND ADEQUACY OF DEPARTMENTAL SPACE. THIS IS FEASIBLE IN INDIVIDUAL AS WELL AS COMPOSITE AREAS. SIMPLY STATED THIS STUDY INVENTORIED EXISTING AREAS AND REVEALED SOME OBVIOUS PROBLEMS. FROM THIS A LONG-RANGE DEVELOPMENT PLAN HAS BEEN FORMULATED. WITH THIS LONG-RANGE DEVELOPMENT PLAN AS A GUIDELINE, SPECIFIC PROBLEMS CAN BE THOROUGHLY ANALYZED IN FUTURE PLANNING STUDIES.



SPACE SUMMARY - CAPITOL COMPLEX

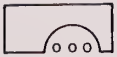
DEPARTMENT & LOCATION	SQ. FT.	TOTAL
1. AGRICULTURE DEPARTMENT		
Agriculture Building	1,157	
Mitchell Building	640	
Capitol	364	
		2,161
2. LIVESTOCK DEPARTMENT		
Livestock Building	6,145	
		6,145
3. HEALTH & ENVIRONMENTAL SCIENCES DEPARTMENT		
Board of Health Building	5,616	
Cogswell Building	18,869	
		24,485
4. LABOR & INDUSTRY DEPARTMENT		
Employment Security Building	34,419	
		34,419
5. HIGHWAY DEPARTMENT		
Highway Building	49,449	
Cogswell Building	14,382	
315 Washington Drive	4,525	
1311 Eighth Avenue	2,142	
1315 Eighth Avenue	2,839	
		73,337
6. NATURAL RESOURCES & CONSERVATION DEPARTMENT		
Mitchell Building	10,536	
		10,536
7. FISH & GAME DEPARTMENT		
Mitchell Building	7,472	
Cogswell Building	327	
		7,799
8. ADMINISTRATION DEPARTMENT		
Mitchell Building	7,135	
Capitol	13,649	
1500 E. Sixth Avenue	2,564	
		23,348
9. ELECTED OFFICIAL - SUPERINTENDENT OF PUBLIC INSTRUCTION		
Mitchell Building	7,694	
Capitol	9,880	
		17,574
10. REVENUE DEPARTMENT		
Mitchell Building	15,002	
Capitol	474	
		15,476

DEPARTMENT & LOCATION	SQ. FT.	TOTAL
11. ELECTED OFFICIAL - AUDITOR		
Mitchell Building	596	
Capitol	5,449	
		6,045
12. ELECTED OFFICIAL - GOVERNOR		
Capitol	5,735	
		5,735
13. LAW ENFORCEMENT & PUBLIC SAFETY		
Capitol	3,014	
		3,014
14. INTERGOVERNMENTAL RELATIONS DEPARTMENT		
Capitol	971	
		971
15. BUSINESS REGULATION DEPARTMENT		
Capitol	600	
		600
16. ELECTED OFFICIAL - TREASURER		
Capitol	1,960	
		1,960

DEPARTMENT & LOCATION	SQ. FT.	TOTAL
17. STATE LANDS DEPARTMENT		
Capitol	6,265	
		6,265
18. ELECTED OFFICIAL - SECRETARY OF STATE		
Capitol	7,250	
		7,250
19. ELECTED OFFICIALS - SUPREME COURT		
Capitol	14,021	
		14,021
20. LEGISLATIVE BRANCH		
Capitol	28,043	
		28,043
21. EDUCATION DEPARTMENT		
Memorial Building	59,877	
		59,877
22. INSTITUTIONS DEPARTMENT		
1236 E. Sixth Avenue	3,237	
		3,237

SPACE SUMMARY - STATE PROPERTY LOCATIONS OUTSIDE THE COMPLEX

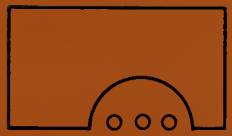
DEPARTMENT & LDCATIDN	SQ. FT.	TOTAL
1. DEPARTMENT OF SOCIAL & REHABILITATION SERVICES		
515 N Ewing Street	10,425	10,425 Grs.
2. DEPARTMENT OF LABOR & INDUSTRY		
715 Front Street	5,000	5,000 Grs.
3. DEPARTMENT OF REVENUE		
Front Street & Lyndale Avenue(Liquor Whse.)	60,456	60,456 Grs.
4. DEPARTMENT OF MILITARY AFFAIRS		
Armory Building	55,078	
Helena Airport	7,600	62,678 Grs.
5. DEPARTMENT OF HIGHWAYS		
Fairgrounds	47,715	
Helena Airport	7,000	
East of Helena	5,020	59,735 Grs.
6. DEPARTMENT OF FISH & GAME		
Fairgrounds	18,830	
Helena Airport	7,600	26,430 Grs.
7. DEPARTMENT OF INTERGOVERNMENTAL RELATIONS		
Helena Airport	9,460	9,460 Grs.



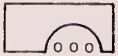
SPACE SUMMARY - STATE LEASED PROPERTY LOCATIONS

DEPARTMENT & LOCATION	SQ. FT.	TOTAL
1. ELECTED OFFICIAL - AUDITOR		
502 Lamborn	638	638
2. ELECTED OFFICIAL - SUPERINTENDENT OF PUBLIC INSTRUCTION		
1300 Eleventh Avenue	20,000	20,000
3. DEPARTMENT OF ADMINISTRATION		
Sanders & Sixth Avenue	2,177	
1419 Helena Avenue	1,000	
1409 Helena Avenue	2,400	
1230 Eleventh Avenue	1,456	7,033
4. DEPARTMENT OF HEALTH & ENVIRONMENTAL SCIENCES		
1424 Ninth Avenue	11,900	
510 Logan Street	4,600	16,500
5. DEPARTMENT OF SOCIAL & REHABILITATION SERVICES		
Power Block	6,220	
805 N. Main	1,427	
801 N. Main	2,174	
715 Fee Street	1,000	
Horsky Block	1,250	
1228 Eleventh Avenue	750	
Fifteenth Avenue	1,000	13,821
6. DEPARTMENT OF LAW ENFORCEMENT		
1336 Helena Avenue	6,140	
1421 Helena Avenue	1,450	
Hustad Center	14,000	
PERS Building - Eleventh Avenue	945	22,535
7. DEPARTMENT OF HIGHWAYS		
1331 Helena Avenue	2,378	
Hustad Center	5,000	7,378
8. DEPARTMENT OF LABOR & INDUSTRY		
1331 Helena Avenue	1,372	
815 Front Street	14,500	15,872

DEPARTMENT & LOCATION	SQ. FT.	TOTAL
9. DEPARTMENT OF NATURAL RESOURCES & CONSERVATION		
325 Fuller Avenue	1,600	1,600
10. DEPARTMENT OF INTERGOVERNMENTAL RELATIONS		
227 N. Lyndale	1,080	
1716 Ninth Avenue	3,000	
1424 Ninth Avenue	7,649	
805 N. Main	1,465	13,194
11. DEPARTMENT OF PUBLIC SERVICE REGULATION		
1227 Eleventh Avenue	4,800	4,800
12. DEPARTMENT OF EDUCATION		
930 E. Lyndale	24,000	
1231 Eleventh Avenue	3,000	27,000
13. DEPARTMENT OF PROFESSIONAL & OCCUPATIONAL LICENSING		
Lalonde Building	4,270	4,270
14. DEPARTMENT OF BUSINESS REGULATION		
805 N. Main	3,088	3,088
15. DEPARTMENT OF INSTITUTIONS		
1415 Helena Avenue	2,084	2,084



recommendations



LAND ACQUISITION

THE RECOMMENDED PRIORITIES FOR THE TOTAL CAPITOL COMPLEX LAND ACQUISITION ARE BASED ON THE NEED FOR FUTURE BUILDINGS IN THE COMPLEX AREA AND THE DEVELOPMENT OF A MALL LEADING TO THE ENTRANCE OF THE CAPITOL FROM THE MAIN ARTERIALS OF THE CITY.

AS NOTED IN EARLIER TEXT, STATE OWNED LAND IS AVAILABLE FOR BUILDING CONSTRUCTION TO THE EAST OF EXISTING STRUCTURES. THERE ARE THREE (3) PRIVATELY OWNED RESIDENCES WHICH ARE LOCATED ON THE NORTHWEST CORNER. AN ADDITIONAL 5-½ ACRES SHOULD BE ACQUIRED FROM STREET AND ALLEY CLOSURES WITHIN THIS AREA OF THE COMPLEX AS THE LAND ACQUISITION PROGRAM PROCEEDS. CONSEQUENTLY THE TOTAL LAND USE WILL BE UTILIZED MORE TO ITS FULL EXTENT WITHIN THE SUGGESTED LONG RANGE DEVELOPMENT PLAN.

LAND THAT IS UNDEVELOPED IN THE CAPITOL AREA SHOULD BE ACQUIRED BEFORE IMPROVEMENTS ON SUCH LAND ARE CONSIDERED BY PRIVATE ENTERPRISE. IN ALL, THERE IS APPROXIMATELY FIVE (5) ACRES OF UNDEVELOPED PRIVATE LAND.

ALL OTHER LAND THAT IS IN CONSIDERATION FOR ACQUISITION IS IMPROVED IN ONE MANNER OR ANOTHER. SMALL RESIDENCES ARE ESTABLISHED ON MOST LOTS WITH A FEW APARTMENT HOUSES AND TWO (2) MINOR BUSINESSES ON OTHER LOTS.

THE LAND USE OF THE CAPITOL COMPLEX, ANTICIPATING FUTURE LONG RANGE EXPANSION, SHOULD INCLUDE MEDIUM SPACIOUSNESS AND RELATIVELY LOW DENSITY. THE LAND SUGGESTED FOR ACQUISITION WOULD PROVIDE FOR SPACIOUSNESS AROUND PROPOSED BUILDINGS, ADEQUATE PARKING AND SUFFICIENT AREA FOR LANDSCAPING.

ALL THE ABOVE WOULD CONTINUE TO EXPAND THE SPACIOUSNESS WHICH EXISTS WITHIN THE CAPITOL COMPLEX PRESENTLY. ADEQUATE LANDSCAPING WOULD ENHANCE THE EXISTING COMPLEX AND HARMONIZE WITH THE NEIGHBORING COMMUNITY.

THE FOLLOWING PRIORITIES AS SUGGESTED BY THIS COMMISSION ARE THOUGHT TO BE MOST ADVANTAGEOUS TO THE STATE OF MONTANA AT THIS TIME. PRIORITIES OR PARCELS OF PRIORITIES CAN BE ALTERED AS SUCH PROPERTY MAY BECOME AVAILABLE.

THE APPRAISALS OF THE FOLLOWING PRIORITIES OR PARCELS OF PRIORITIES ARE ONLY AN ESTIMATE AND DO NOT NECESSARILY REFLECT THE ACTUAL ACQUISITION PRICE. THE APPRAISALS ARE A GUIDE LINE ONLY.

PRIORITY NO. 1: THE 28,125 SQ. FT. ADJACENT TO AND AT THE NORTHWEST CORNER OF STATE OWNED LAND FACES SIXTH AVENUE AND IS EAST OF SANDERS. THIS PROPERTY CONSISTS OF THREE PARCELS WITH A TOTAL APPRAISAL EVALUATION OF $97,000.

THIS PROPERTY WOULD ALLOW FOR THE CONSTRUCTION OF THE PROPOSED JUSTICE BUILDING.

1501 E. 6TH AVE.	$ 32,000
1509 E. 6TH AVE.	29,500
1519 E. 6TH AVE.	35,500
TOTAL PRIORITY NO. 1	$ 97,000

PRIORITY NO. 2: 79,300 SO. FT. OF UNIMPROVED LAND, ADJACENT TO, EAST OF THE TEACHERS RETIREMENT BUILDING AND NORTH OF SIXTH AVENUE. THERE ARE TWO (2) PARCELS TO THIS PRIORITY WITH A TOTAL REVISED APPRAISAL OF $ 78,000. THE PROPOSED LAND USE IS FOR THE FISH AND GAME OFFICE BUILDING AND ASSOCIATED PARKING WITH PERIMETER LANDSCAPING TO THE EAST.

SOUTH	$ 57,000
NORTH	21,000
TOTAL PRIORITY NO. 2	$ 78,000

PRIORITY NO. 3 112,000 SO. FT. OF UNIMPROVED LAND CONSISTING OF THREE (3) PARCELS TO THE NORTH OF PRIORITY NO. 2 WITH A TOTAL REVISED APPRAISAL OF $ 82,000. THIS AREA IS DESIGNATED FOR USE BY THE MAINTENANCE SHOPS AND AS A LANDSCAPE BUFFER FOR THE COMMERCIAL PROPERTY TO THE NORTH AND GRADE SCHOOL TO THE EAST.

LOTS 9 THRU 14, BLOCK 36	$ 22,000
LOTS 15 AND 16, BLOCK 36	10,000
LOTS 1 THRU 8, BLOCK 35	50,000
TOTAL PRIORITY NO. 3	$ 82,000

PRIORITY NO 4: CONSISTS OF 71,875 SO. FT. OF IMPROVED LAND PROPORTIONED INTO NINE (9) PARCELS, WITHIN THESE PARCELS ARE SEVEN (7) RESIDENCES, ONE (1) APARTMENT HOUSE AND ONE (1) OFFICE BUILDING THE TOTAL ESTIMATED EVALUATION FOR THIS PROPERTY IS $ 337,156. THIS AREA IS PROPOSED TO BE USED AS THE BUILDING SITE FOR THE EDUCATION BUILDING, PARKING AND SOUTH END OF THE TRAFFIC MALL.

1201 8TH AVE.	$ 16,000
1205 8TH AVE.	25,000
1209 8TH AVE.	30,000
1215 8TH AVE.	18,000
1219 8TH AVE.	18,000
1225 8TH AVE.	26,000
326 WASHINGTON DRIVE	40,000
1218 6TH AVE.	58,156
1232 6TH AVE.	106,000
TOTAL PRIORITY NO. 4	$ 337,156

PRIORITY NO. 5: 48,483 SO. FT. OF IMPROVED LAND EAST OF THE HIGHWAY BUILDING. THE TOTAL APPRAISED EVALUATION OF THIS PARCEL IS $ 121,250. THIS CONSISTS OF ONE (1) PARCEL AND IS DESIGNATED FOR LANDSCAPING AND, IF REQUIRED, EXPANSION OF THE HIGHWAY FACILITIES.

TOTAL PRIORITY NO. 5, LOTS 3 THRU 7, BLOCK 37	$ 121,250

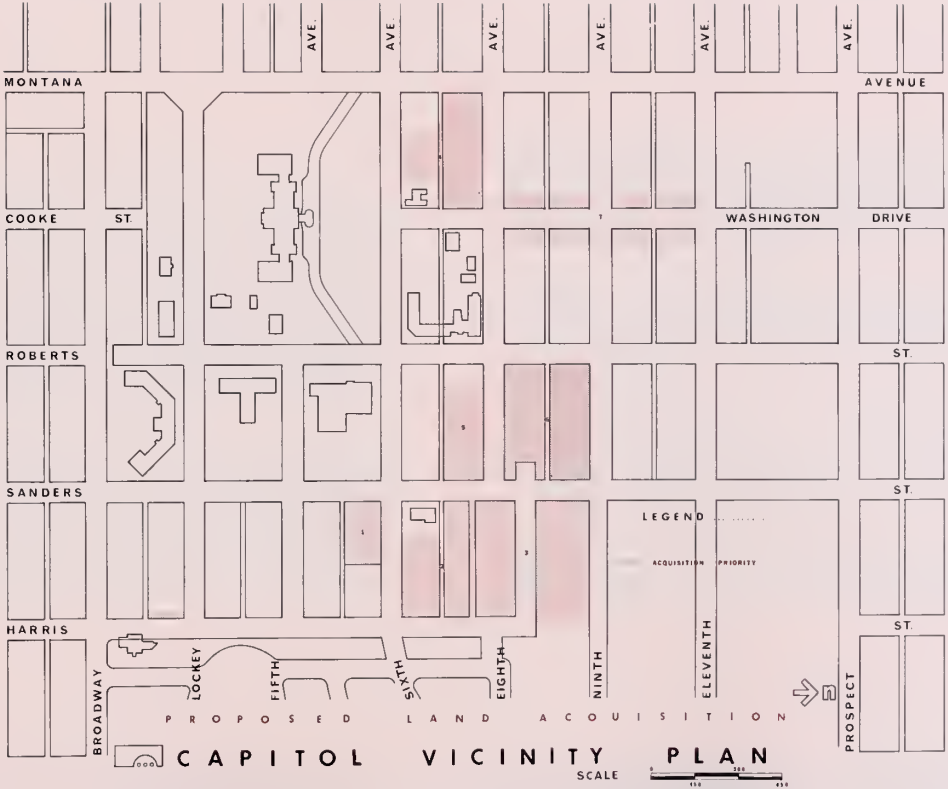
PRIORITY NO. 6: APPROXIMATELY 93,240 SO. FT. OF UNIMPROVED AND IMPROVED LAND NORTH OF PRIORITY NO. 5 CONSISTING OF SIX (6) PARCELS WITH A GROSS ESTIMATED EVALUATION OF $ 361,000. THERE ARE SEVERAL BUSINESSES, APARTMENTS AND RESIDENCES ESTABLISHED ON THIS PROPERTY AT THE PRESENT TIME. THIS LAND IS TO BE CONSIDERED FOR USE BY THE CONSTRUCTION OF AN AGRICULTURAL BUILDING, REQUIRED PARKING AND LANDSCAPE BUFFER FOR THE COMMERCIAL PROPERTY TO THE NORTH. BY REMOVING THE EXISTING MAZE OF ASSORTED STRUCTURES IT WILL TEND TO IMPROVE THE NEIGHBORHOOD AND PROVIDE AN AESTHETICALLY DEVELOPED AREA.

429 N. ROBERTS	$ 80,000
1400 8TH AVE.	58,000
1404 8TH AVE.	29,500
1410 & 1412 8TH AVE.	63,000
LOTS 4 THRU 10, BLOCK 20	111,000
LOTS 1 AND 2, BLOCK 38	19,500
TOTAL PRIORITY NO. 6	$ 361,000

PRIORITY NO. 7: 144,000 SO. FT. OF IMPROVED LAND WHICH CONSISTS OF ONE 50 FT. LOT ON EITHER SIDE OF WASHINGTON DRIVE FROM EIGHTH AVENUE TO ELEVENTH AVENUE. THIS AREA COMPRISES TEN (10) PARCELS WITH A TOTAL ESTIMATED EVALUATION OF $ 270,500. EACH PARCEL CONTAINS ONE (1) RESIDENCE AND IN A FEW CASES A GARAGE. THE ACQUISITION OF THIS AREA WILL PROVIDE FOR THE REMAINING DEVELOPMENT OF THE TRAFFIC MALL TO THE FRONT ENTRANCE TO THE CAPITOL.

122B 8TH AVE.	$ 18,000
405 WASHINGTON DRIVE	26,000
408 WASHINGTON DRIVE	16,500
428 WASHINGTON DRIVE	26,500
1239 9TH AVE.	17,500
1301 9TH AVE.	26,500
1236 9TH AVE.	24,500
1302 9TH AVE.	31,000
1231 11TH AVE.	55,000
531 WASHINGTON	29,000
TOTAL PRIORITY NO. 7	$ 270,500

CONSIDERATION SHOULD BE GIVEN TO A CONTINUING APPROPRIATION BY LEGISLATURE, FUNDED FROM THE CAPITAL BUILDING ACCOUNT, FEDERAL AND PRIVATE REVENUE FUND, AND EARMARKED FOR THIS LAND ACQUISITION AS THE PROPERTY BECOMES AVAILABLE. ACQUISITIONS AND NEGOTIATIONS WOULD BE APPROVED BY THE CAPITAL PLANNING COMMISSION.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ACQUISITION PRIORITY
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BROADWAY
LOCKEY
FIFTH
SIXTH
EIGHTH
NINTH
ELEVENTH
PROSPECT
PROPOSED LAND ACQUISITION
CAPITOL VICINITY PLAN
SCALE

BUILDING SPACE ANALYSIS

AFTER STUDYING THE EXISTING CITY WIDE AND CAPITOL COMPLEX SPACE INVENTORIES, IT IS APPARENT THAT IT WOULD BE BOTH MORE EFFICIENT AND MORE ECONOMICAL TO CONCENTRATE ALL OF THE APPROPRIATE RENTAL FACILITIES AT THE CAPITOL. OBVIOUSLY, THIS IS A LONG RANGE PLAN REQUIRING CONSTRUCTION OF NEW BUILDINGS, REMOVAL OF SOME OLDER BUILDINGS, RELOCATION OF DEPARTMENTAL FACILITIES WITHIN EXISTING BUILDINGS, AND POSSIBLE EXPANSION OF SEVERAL EXISTING STRUCTURES. ALTHOUGH THIS STUDY IS SUGGESTING A GOAL FOR FUTURE SPACE DISTRIBUTION, IT IS NOT ATTEMPTING TO ESTABLISH A SPECIFIC TIME SEQUENCE FOR THIS DEVELOPMENT. A BUILDING BY BUILDING ANALYSIS OF INDIVIDUAL DEPARTMENTAL RELOCATIONS IS THE FIRST LOGICAL ITEM TO BE CONSIDERED SINCE ALL FUTURE EXPANSION, NEW CONSTRUCTION, AND REMOVALS DEPEND ON DECISIONS CONCERNING THE RELOCATION OF DEPARTMENTS IN THE EXISTING BUILDINGS.

IN THE SUGGESTED DEVELOPMENT PLAN THE CAPITOL WOULD CONTINUE TO HOUSE THE LEGISLATURE AND ITS SUPPORTING ACTIVITIES WHICH INCLUDES OFFICES, PUBLIC HEARING ROOMS AND A CAFETERIA. ACCORDING TO THIS PLAN THE CAPITOL WOULD ALSO CONTINUE TO HOUSE CHOSEN ELECTED OFFICIALS SUCH AS THE GOVERNOR, THE ATTORNEY GENERAL AND THE SECRETARY OF STATE. EXISTING INADEQUATE SPACE TOGETHER WITH GROWING LEGISLATIVE DEMANDS WILL NATURALLY FORCE SOME DEPARTMENTS OUT OF THE CAPITOL. MOST OBVIOUSLY THE SUPREME COURT ADMINISTRATION, AND PUBLIC INSTRUCTION.

PARTICULAR FLOORS IN THE CAPITOL ARE MORE SUITED THAN OTHERS FOR SPECIFIC FUNCTIONS, SUCH AS SUGGESTED IN THE FOLLOWING PROPOSED PLANS OF THE 3RD AND 4TH FLOORS. THE BASEMENT, ALTHOUGH NO PROPOSED PLAN IS INCLUDED IS NOTICEABLY SOME OF THE LEAST DESIRABLE SPACE IN THE CAPITOL AND ITS USE SHOULD PROBABLY BE LIMITED TO SUPPORTING SERVICES. HENCE, A FLEXIBLE PLAN FOR MORE EFFICIENT OPERATION BEGINS TO EVOLVE.

THE MITCHELL BUILDING WOULD CONTINUE TO HOUSE THE DEPARTMENTS OF REVENUE AND NATURAL RESOURCES AND CONSERVATION IN THE PROPOSED FUTURE PLAN AS WELL AS MORE OF THE DEPARTMENT OF ADMINISTRATION, AGAIN, THIS WOULD REQUIRE SOME EXISTING DEPARTMENTS POSSIBLY THE DEPARTMENT OF FISH AND GAME AND THE SUPERINTENDENT OF PUBLIC INSTRUCTION, TO RELOCATE EITHER IN NEW STRUCTURES OR IN OTHER EXISTING BUILDINGS.

AS THE SUGGESTED PLAN BEGINS TO DEVELOP IT BECOMES EVIDENT THAT THE EXISTING HIGHWAY MATERIALS BUREAU IN THE COGSWELL BUILDING IS NOT APPROPRIATE TO THE COMPLEX AREA AND ESPECIALLY TO THE SPACE IT OCCUPIES. IT WOULD BE BETTER SITUATED NEAR THE HIGHWAY GROSS VEHICLE WEIGHT DIVISION AND JUST EAST OF HELENA. THEREFORE, THE ENTIRE COGSWELL BUILDING COULD BE UTILIZED TO HOUSE THE DEPARTMENT OF HEALTH AND ENVIRONMENTAL SCIENCES.

RELOCATING THE DEPARTMENT OF HEALTH IN THIS MANNER WOULD BE ADVANTAGEOUS SINCE IT WOULD ELIMINATE EXPENSIVE MONTHLY RENTAL, UNITE THE VARIOUS DIVISIONS, AND AT THE SAME TIME MAKE THE EXISTING BOARD OF HEALTH BUILDING AVAILABLE TO ANOTHER DEPARTMENT.

THE DEPARTMENT OF INSTITUTIONS COULD REASONABLY RELOCATE IN THE EXISTING BOARD OF HEALTH BUILDING AFTER IT HAD BEEN VACATED BY THE DEPARTMENT OF HEALTH AS MENTIONED ABOVE. THE EXISTING INSTITUTIONS BUILDING THEN COULD BE USED AS AN INTERIM STATION FOR OTHER DEPARTMENTS INVOLVED IN RELOCATION. HOWEVER, PROPOSED LONG RANGE PLANS INDICATE REMOVAL OF THIS BUILDING IN ORDER TO PROVIDE MORE PARKING AND AN IMPROVED ENTRANCE TO THE CAPITOL.

RELOCATING DEPARTMENTS IN UNDOUBTEDLY A NECESSARY ITEM, BUT WITHOUT CONSTRUCTION OF NEW FACILITIES, IT ALONE CANNOT TOTALLY SOLVE THE PROBLEM. CONSEQUENTLY, SEVERAL NEW BUILDINGS HAVE BEEN SUGGESTED AS DENOTED IN THE LONG RANGE DEVELOPMENT PLAN, AMONG THEM IS A PROPOSED BUILDING TO HOUSE THE DEPARTMENT OF SOCIAL AND REHABILITATION SERVICES WHICH AT PRESENT IS ONE OF THE MOST DISJOINED OF ALL STATE DEPARTMENTS. A STUDY OF THE EXISTING LEASED PROPERTY LOCATIONS ENHANCES THE FUTURE ECONOMICS OF THIS CONSTRUCTION.

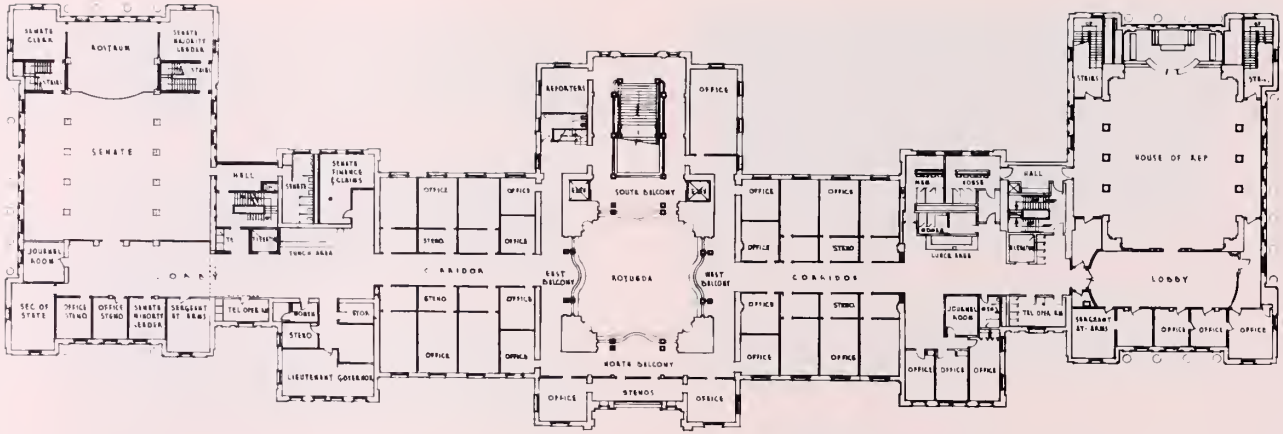
ANOTHER PROPOSED BUILDING WHICH WOULD SIGNIFICANTLY REDUCE THE MONTHLY EXPENSE FOR RENTAL SPACE IS THE EDUCATION BUILDING. AS INTENDED THIS BUILDING WOULD HOUSE THE DEPARTMENT OF EDUCATION INCLUDING THE STATE LIBRARY AND THE UNIVERSITY SYSTEM AND THE OFFICE OF THE SUPERINTENDENT OF PUBLIC INSTRUCTION. NOT ONLY WOULD THIS BUILDING ELIMINATE SIGNIFICANT RENTAL EXPENSE, BUT IT WOULD ALSO MAKE VALUABLE SPACE AVAILABLE IN EXISTING COMPLEX BUILDINGS.

OTHER BUILDINGS HAVE BEEN DEEMED NECESSARY NOT SO MUCH BECAUSE OF THE RENTAL SITUATION, BUT BECAUSE OF INADEQUACIES RESULTING FROM VARIOUS DEPARTMENT RELOCATIONS. AS SHOWN IN THE PROPOSED LONG RANGE PLAN, A NEW BUILDING HOUSING THE DEPARTMENT OF FISH AND GAME AND A SIMILAR NEW BUILDING HOUSING THE SUPREME COURT ARE AMONG THIS TYPE.

IN STILL OTHER SITUATIONS THE LONG RANGE PLAN INDICATES REMOVAL OF EXISTING INADEQUATE, OBSOLETE, OR OTHERWISE INCOMPATIBLE BUILDINGS SUCH AS THE AGRICULTURE BUILDING AND THE LIVESTOCK BUILDING. A NEW STRUCTURE WOULD EASILY HOUSE BOTH DEPARTMENTS AND AT THE SAME TIME PROVIDE A MORE CONVENIENT LOCATION IN RELATION TO THE SUGGESTED PERIPHERAL PLAN. THE PROPOSED PLAN ALSO INDICATES A NEW MAINTENANCE BUILDING WHICH IS LOCATED ON THE PERIPHERY OF THE GROUNDS.

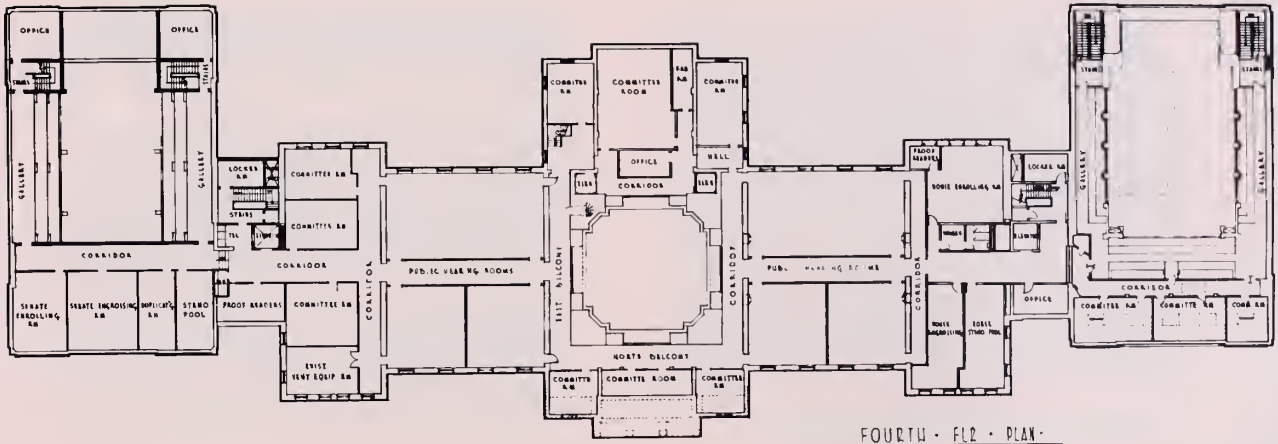
SINCE THIS BUILDING WILL REQUIRE AN ASSORTMENT OF SERVICE VEHICLES AND IN AND OUT TRAFFIC, IT SHOULD NOT OCCUPY A PRIME LOCATION IN THE COMPLEX AREA AS THE EXISTING BUILDING DOES. HOWEVER, THE EXISTING BOILER PLANT WOULD NOT BE REMOVED BUT INSTEAD WOULD BE LESS EMPHASIZED. VARIOUS TECHNIQUES COULD BE USED TO ACCOMPLISH THIS SCREENING AND/OR CAMOUFLAGING.

AGAIN, IT SHOULD BE NOTEO THAT THIS SPACE ANALYSIS IS ATTEMPTING TO SERVE AS A GUIOELINE FQR DEVELOPMENT ONLY. MANY OF THESE SUGGESTIONS ARE IMMEOIATLY NECESSARY WHILE OTHERS ARE FAR IN THE FUTURE. THE ROLE OF THE HIGHWAY DEPARTMENT, FOR EXAMPLE, IS CHANGING SO RAPIOLY THAT THE SUGGESTED PLAN HAS NOT OEFINITELY SITUATEO IT, BUT THE PLAN HAS PROVIDED SPACE FOR FUTURE EXPANSION OF THE EXISTING BUILDING. PLAN FLEXIBILITY HAS ALSO ALLOWEO FOR EXPANSION OF SEVERAL OTHER EXISTING BUILDINGS, SINCE FUTURE NEEDS ARE SOMETIMES UNPREDICTABLE. IN ALL THESE SITUATIONS THE FUTURE PLAN HAS ENDEAVORED TO BE A COMPREHENSIVE STUOY OF OVERALL RATHER THAN SPECIFIC CONDITIONS.



THIRD FLR PLAN

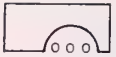
STATE CAPITOL PROPOSED DEVELOPMENT



FOURTH · FLR · PLAN ·

SCALE 1/16" = 1'-0"

STATE CAPITOL
PROPOSED DEVELOPMENT



PROPOSED IMPROVEMENTS

A COMPLETE PLAN FOR LONG-RANGE DEVELOPMENT OF THE CAPITOL COMPLEX SHDULD INCLUDE A BRDAD SPECTRUM OF PLANNING CRITERIA. IN DTHER WORDS, CERTAIN SPECIFIC RECOMMENDATIDNS SUCH AS EXTERIOR LIGHTING AND LANDSCAPING ARE JUST AS IMPORTANT AS SDME OF THE MAJOR RECOMMENDATIONS SUCH AS THE "PEDESTRIAN CAMPUS" TO THE FORMATION OF A COMPLETE PLAN. SOME OF THESE PRINCIPLES OR DETAILS ARE IMPOSSIBLE TO FULLY ILLUSTRATE IN THE SUGGESTED PLAN. SINCE THEY ARE ESSENTIAL TO THE CREATIDN OF A DUALITY CAPITOL COMPLEX, THEY SHOULD BE MENTIDNED.

UTILITIES

1. ALL UTILITIES SHOULD BE PLACED UNDERGROUND. "AS-BUILT DRAWINGS" OF ALL UTILITIES SHOULD BE FURNISHED TO THE CAPITOL PLANNING COMMISSIDN FOR THEIR FUTURE UTILIZATION.

2. POTABLE WATER SHALL BE ISOLATED FROM IRRIGATION WATER. THIS SHALL BE DDNE IN ACCORDANCE WITH STATE BOARD OF HEALTH STANDARDS.

3. UNDERGROUND AUTOMATIC SPRINKLER IRRIGATION SYSTEMS SHALL BE INSTALLED ON ALL REFINED LAWN AREAS OF THE COMPLEX.

4. EXTERIOR LIGHTING THROUGH THE COMPLEX SHALL BE ENCOURAGED FROM AN AESTHETIC AND PROTECTIVE STANDPOINT. TECHNIDUES FOR LOCATIONS, STYLE HEIGHTS, ETC., SHALL BE COORDINATED WITH THE CAPITAL PLANNING COMMISSION.

FEATURES

1. LDCATION, DESIGN AND SETTING OF PUBLIC MEMORIALS-SCULPTURE, BUILDINGS, FOUNTAINS DR OTHER FORMS OF COMMEMORATION-SHALL BE APPROVED BY THE CAPITAL PLANNING COMMISSION IN ACCORDANCE WITH THIS PLAN. IT SHOULD BE THEIR AUTHORITY TO PROTECT THE OPEN SPACES FROM MONUMENTS THAT ARE UNWDRTHY BECAUSE OF THEIR SUBJECT, DESIGN AND MATERIALS.

2. ENCOURAGEMENT SHOULD BE MADE TO UTILIZE THE "SANDERS STATUE" (PRESENTLY IN THE CAPITOL) IN THE OVAL OUTSIDE THE SOUTH ENTRY TO THE CAPITOL, WITH APPROPRIATE SURFACING, BENCHES AND LANDSCAPING.

3. APPROXIMATELY 90 FEET SOUTH OF THE SOUTH ENTRY TO THE CAPITOL STANDS A STATELY LINDEN TREE (TILIA AMERICANA) COMMONLY CALLED THE CAPITOL LINDEN.

THIS BOTANICAL MASTERPIECE SHOWS EXTREME HAROINESS ANO EXCELLENT SHAPE CHARACTERISTICS THAT ATTRACTS HORTICULTURISTS FROM ALL OVER THE WORLD FOR COLLECTION OF SEED AND CUTTINGS. THE CAPITAL PLANNING COMMISSION SHOULD PROTECT THIS 30" CALIBER SPECIMEN IN FUTURE PLANNING AND ENCOURAGE ENHANCEMENT OF ITS LOCATION. MONEY COULD NOT REPLACE IT.

4. EXISTING FEATURES SHOULO BE ENHANCEO AND PROTECTED.

GREEN-BELTS AND OPEN SPACE

1. THE CAPITAL PLANNING COMMISSION REALIZES THE NEED FOR BOTH BUILDING SPACE ANO OPEN SPACE TO PROVIOE VISUAL RELIEF FROM BUILDING "HUM ORUM" AND THE OPPORTUNITY TO BREATHE FRESH AIR AND SEE THE SUN, AN ESCAPE TO CALMER SURROUNDINGS, RECREATION AND THE CONTEMPLATION OF THE BEAUTY OF MONTANA; THEREFORE, OPEN SPACE SHALL BE OF PRIME IMPORTANCE.

2. PLANT MATERIAL ON THE CAPITOL COMPLEX SHALL CONFORM TO HARDINESS AND VARIETY INOIGENOUS TO THE "CHINOOK COUNTRY" WEATHER OF HELENA. LOCATION, MATURITY, SIZE, VARIETY, SOURCE, ETC., SHALL BE APPROVED BY THE CAPITAL PLANNING COMMISSION PRIOR TO INSTALLATION. VISTAS SHALL BE MAINTAINED. VARIOUS TYPES SHALL BE ENCOURAGED. A NATIVE COLLECTION AREA IS SHOWN AT THE NORTH EAST CORNER OF THE COMPLEX. DURABLE IDENTIFICATION TAGS INDICATING THE BOTANICAL NAME OF ALL SPECIES SHOULO BE ATTACHED TO THE PLANTS.

3. GREEN BELTS SHALL BE AS INDICATEO ON THE PLAN TRAILS FOR WALKING, JOGGING AND BIKING SHALL "TIE" THE AREA TOGETHER, BENCHES AND TRASH RECEPTACLES SHALL BE PLACED AT STRATEGIC LOCATIONS. PASSIVE RECREATION, HORSESHOE COURTS AND INFORMAL OPEN FIELD GAMES SHALL BE INCORPORATED. OAY USE BY THE EMPLOYEES AND THE COMMUNITY SHALL BE DEVELOPED, SUCH AS PICNIC TABLES FOR LUNCH AND COFFEE BREAKS AND A CREATIVE PLAY AREA FOR THE YOUNGSTERS.

MALLS AND OTHER SURFACED AREAS

1. MALLS SHALL BE DEVELOPED TO CREATE MAJOR TIES BETWEEN BUILDINGS AND TO HANDLE PEDESTRIAN CIRCULATION FEATURES AS PREVIOUSLY MENTIONED SHALL BE UTILIZED AS ACCENT POINTS. BENCHES, TRASH RECEPTACLES, DRINKING FOUNTAINS, SIGNING, ETC., SHALL CONFORM TO CRITERIA AND APPROVAL OF THE CAPITAL PLANNING COMMISSION.

2. CIRCULATION PATTERNS SHALL BE ESTABLISHEO IN LOCATIONS OF HIGH USE. FIRE PROTECTION SHALL BE A CONSIDERATION IN WIOTH AND LOCATION. MAINTENANCE OF SNOW AND SERVICE TO BUILDINGS SHALL BE A REQUIREMENT.

GOVERNOR'S MANSION

1. LIFE STYLES OF MANSION RESIDENTS CHANGE AS OFTEN AS NEW GOVERNOR'S TAKE OFFICE. BASIC NEEDS ARE EVIDENT FOR THIS TYPE OF RESIDENCE. THE SIZE OF BUILDING TO SIZE OF LOT SHOULD BE PROPER. IT IS FELT THAT THE AREA SURROUNOING THE RESIDENCE SHOULD BE LARGER AND TIED INTO THE "GREEN-BELT" AS SHOWN ON THE PLAN.

2. HARD SURFACING, PATIOS, FEATURES, SCREENS, BENCHES, EXTERIOR LANDSCAPE LIGHTING AND OTHER LANDSCAPE HARDWARE SHOULD BE CONSIDERED IN THE LONG RANGE PLAN AND ALL BE COMPATABLE WITH THE ARCHITECTURE. SOME YEARS MAY ALSO REOUIRE A PLAY APPARATUS AREA, WHICH COULO BE CHANGEABLE.

3. STAFF PARKING IS NEEDED AT THE REAR FOR VARIOUS EMPLOYEES AND VISITORS TO THE MANSION.

4. ROSES ARE PRESENTLY THE THEME FOUNOATION PLANTING AROUND THE MANSION. DURING MOST OF THE YEAR, THESE REOUIRE STRAW MULCHING ANO BURLAP COVERING. TO REMEOY THIS EYE BORE, A ROSE GAROEN SHOULD BE PLANNED ON THE NORTH LAWN IN A SUNNY LOCATION. HERE, THEY COULD BE BACKED WITH EVERGREENS ANO PROPERLY MAINTAINEO AND LABELED.

TOUR TRAIN

1. THE TOUR TRAIN IS A WAY FOR THE VISITOR TO THE CAPITOL CITY TO SEE THE OVERALL LAYOUT AND SURROUNDINGS OF THE CENTER OF STATE GOVERNMENT. ITS TOUR ORIGINATES AT THE MUSEUM. A WAITING AREA WITH BENCHES AND A LOAOING ZONE SHOULD BE OEVELOPED FOR EXPANSION OF THIS VISITOR GENERATOR IN THE FUTURE.

MISCELLANEOUS ITEMS

1. FLOWER BEDS SHOULD BE USED AS ACCENTS ONLY AND VARY IN THEME FROM YEAR TO YEAR. ALL BEDS AND PLANTERS SHOULD UTILIZE WOODY EVERGREENS TO GUARANTEE A YEAR-ROUND EFFECT.

2. A GROUNDS MAINTENANCE PROGRAM SHOULD BE DEVELOPED IN AN EFFORT TO UPGRADE THE OUALITY OF THE GROUNDS.

CIRCULATION AND PARKING

TO REALIZE AN EFFECTIVE TRAFFIC AND PARKING PLAN, IT IS IMPERATIVE THAT ALL RECOMMENDATIONS FOR FUTURE DEVELOPMENT AT THE CAPITOL COMPLEX WILL ACCOMMODATE THE PROPOSED THOROUGHFARE PLAN FOR THE CITY OF HELENA. THE CITY-WIDE PLAN INDICATES BROADWAY AS AN EAST WEST ARTERIAL CONNECTING THE EASTERN PORTION OF THE CITY WITH THE SOUTH END OF THE CENTRAL BUSINESS DISTRICT. HOWEVER, THE EXISTING INTERSECTION OF BROADWAY AND MONTANA AVENUE DOES NOT FACILITATE AN EFFICIENT FLOW OF TRAFFIC RESULTING IN TRAFFIC CONGESTION. THE LONG RANGE PLAN FOR THE CAPITOL COMPLEX REFLECTS AN AWARENESS OF THIS SITUATION BY LIMITING FUTURE DEVELOPMENT IN THIS AREA, AND BY INDICATING A TENTATIVE ROUTE FOR BROADWAY AT THIS INTERSECTION.

FURTHERMORE, THE PLANNING WITHIN THE COMPLEX AREA HAS CONCERNED ITSELF ONLY WITH THE EXISTING STREET CIRCULATION SYSTEM, WITH ALL VARIATIONS IN THE DEVELOPMENT PLAN BEING ONLY A MODIFICATION OF THIS EXISTING SYSTEM. AGAIN, THIS IS IN ACCORDANCE WITH THE CITY'S PROPOSED THOROUGHFARE PLAN.

THE SUGGESTED CIRCULATION PLAN FOR THE CAPITOL COMPLEX INDICATES A "PEDESTRIAN CAMPUS" INSOFAR AS POSSIBLE.

THIS PEDESTRIAN CORE IS FORMED BY THE CLOSURE OF SEVERAL STREETS: ROBERTS STREET FROM 8TH AVENUE TO BROADWAY, 5TH AVENUE FROM ROBERTS STREET TO SANDERS STREET AND LOCKEY AVENUE FROM THE OVAL BEHIND THE CAPITOL TO PARKING FACILITIES EAST OF THE MITCHELL BUILDING. CLOSURE OF THESE INTERIOR STREETS WILL ELIMINATE MUCH OF THE TRAFFIC CONGESTION WITHIN THE CAPITOL COMPLEX BY MORE EFFICIENTLY DISTRIBUTING THE TRAFFIC LOAD. BY LOCATING VEHICULAR CIRCULATION IN PERIPHERAL AREAS, THE CORE OF THE COMPLEX CAN BE EFFECTIVELY DEVELOPED AS A PEDESTRIAN PRECINCT. ALTHOUGH THE PRINCIPAL WALKS AND MALLS WITHIN THE AREA WILL BE ORIENTED PRIMARILY TO THE PEDESTRIAN AND HIS HUMAN SCALE, THEY WILL BE BROAD ENOUGH TO ALLOW CONTROLLED ACCESS FOR SERVICE AND EMERGENCY VEHICLES TO ALL BUILDINGS.

AS NOTED EARLIER THE PEAK TRAFFIC PERIODS AT THE COMPLEX WILL LAST APPROXIMATELY TEN TO FIFTEEN MINUTES, DURING WHICH TIME ALL CIRCULATION IS HAMPERED BY A MAZE OF INTERNAL CONGESTION. ELIMINATING THESE INTERIOR STREETS WILL HELP ALLEVIATE THIS CONGESTION SINCE FUTURE TRAFFIC WILL BE DISTRIBUTED MORE DIRECTLY TO SURROUNDING ARTERIALS. HOWEVER, THIS ALONE WILL NOT COMPLETELY SOLVE THE PROBLEM. SUGGESTED BUILDINGS FOR THE AREA INDICATE AN INCREASE IN THE NUMBER OF EMPLOYEES AND THEREFORE THE TRAFFIC LOAD. ALTHOUGH THIS WILL INCREASE THE VOLUME DURING THE PEAK PERIODS, IT IS UNFEASIBLE TO DESIGN THE STREET CAPACITIES PRINCIPALLY FOR THESE PEAK LOADING PERIODS. CONSEQUENTLY, ANOTHER SOLUTION IS EMINENT.

PROBABLY ONE OF THE BEST METHODS TO HELP CONTROL THE PEAK TRAFFIC PERIDDS AT THE COMPLEX IS STAGGERED WORK HOURS FOR COMPLEX EMPLOYEES. NOT ONLY IS THIS SOLUTION ECONOMICAL, BUT TOGETHER WITH THE PERIPHERAL TRAFFIC SYSTEM, IT SHOULD BE THE MOST EFFECTIVE SOLUTION. THE APPORTIONMENT OF EMPLOYEES IN THE IMPLEMENTATION OF THIS PLAN WILL REQUIRE FURTHER STUDY. THE PDINT BEING STRESSED, HOWEVER, IS THAT THIS PLAN DESERVES SERIDUS CONSIDERATION EVEN FOR EXISTING CONDITIONS.

THERE IS A COMPLEMENTARY RELATIONSHIP BETWEEN EFFICIENT TRAFFIC CIRCULATION AND AUTOMOBILE PARKING FACILITIES WHICH MAKES PROXIMITY OF THESE TWO FUNCTIONS DESIRABLE. ACCDRDINGLY, TO COMPLETE THIS SYSTEM, PARKING FACILITIES SHOULD BE DISTRIBUTED AROUND THE PERIPHERY OF THE PEDESTRIAN CORE AND BE DIRECTLY ACCESSIBLE FROM THE PERIPHERAL CIRCULATION NETWORK. THIS WILL REDUIRE EXPANDED PARKING FACILITIES AS WELL AS IMPROVEMENT OF MANY OF THE EXISTING LOTS SINCE SOME EXISTING PARKING FACILITIES REQUIRE CONTROLLED INGRESS AND EGRESS POINTS, LANDSCAPING AND IMPROVED SURFACING.

AN INVENTORY OF EXISTING PARKING SPACES AND PROPOSED PARKING SPACES PRODUCED THE FOLLOWING FIGURES:

	EXISTING	PROPOSED
ON STREET	371	340
OFF STREET	995	1,701
TOTAL	1,366	2,041

IT SHOULD BE NOTED THAT THIS INVENTORY DOES NOT INCLUDE THE SUGGESTED TEN SPACES FOR BUS PARKING WHICH ARE LOCATED IN THE SOUTHEAST SECTION OF THE COMPLEX GROUNDS. THIS LOCATION DOES NOT REFLECT THE MAJOR AREAS SERVED BY BUSES, BEING THE CAPITDL AND MEMORIAL BUILDING, BUT IT DOES CONCUR WITH THE PERIPHERAL PARKING PLAN. THE FUNDAMENTAL REASON FOR SELECTING THIS LOCATION, HOWEVER, WAS THE AVAILABILITY OF SUITABLE SPACE WHICH IS THE BASIC REDUIREMENT FOR ALL BUS PARKING. MANY OF THE EXISTING AREAS COULD NOT SPARE THE SOUARE FOOTAGE REQUIRED FOR BUS MANEUVERING SINCE THEY ARE ALREADY FILLED TO CAPACITY. THEREFORE, IN THE SUGGESTED PLAN THE BUSES UNLOAD PASSENGERS AT RANDOM LOCATIONS THROUGHOUT THE COMPLEX AND THEN PROCEED TO THE SPECIFIED PARKING AREA UNTIL NEEDED AGAIN.

A GENERAL RULE OF THUMB FOR DETERMINING REQUIRED PARKING IS TO ASSIGN ONE PARKING SPACE /350 SQUARE FEET OF GROSS BUILDING AREA. THE GROSS AREA OF ALL THE EXISTING BUILDINGS IN THE STUDY ZDNE WAS

CALCULATED TO BE APPROXIMATELY 480,000 SQUARE FEET . . . BY APPLYING THE RULE OF THUMB TO THIS GROSS AREA FIGURE AN ESTIMATE OF REQUIRED EXISTING PARKING CAN BE ESTABLISHED AT 1,371 SPACES. THIS COMPARES WITH THE EXISTING 1,366 SPACES INVENTORIED. TO ESTIMATE THE NUMBER OF SPACES REQUIRED IN THE PROPOSED PLAN, IT IS ESSENTIAL TO PROJECT A GROSS AREA OF FUTURE BUILDINGS SHOWN IN THE LONG-RANGE PLAN. THE AREA FOR THESE BUILDINGS WAS ESTIMATED AT 200,000 SQUARE FEET WHICH, WHEN ADDED TO THE EXISTING GROSS AREA, TOTALS 680,000 SQUARE FEET. AGAIN, BY APPLYING THE RULE OF THUMB TO THIS GROSS AREA AN ESTIMATE OF REQUIRED PROPOSED PARKING CAN BE ESTABLISHED AT 1,942 SPACES. THIS COMPARES WITH THE 2,041 SPACES INVENTORIED IN THE SUGGESTED PLAN. THE INVENTORY ALSO SHOWS THAT WHILE OFF-STREET PARKING SIGNIFICANTLY INCREASES, ON-STREET PARKING ACTUALLY DECREASES EVEN THOUGH THE STUDY AREA IS LARGER. THE PROPOSED PLAN EMPHASIZES OFF-STREET PARKING.

THE INVENTORY DOES NOT, HOWEVER, ACCURATELY REFLECT THE INCREASED PARKING DEMAND GENERATED BY THE LEGISLATURE AND OTHER SPECIAL ACTIVITIES. BUT BY COMPARING THE INVENTORIED FIGURES FOR PARKING WITH THOSE OBTAINED FROM THE RULE OF THUMB METHOD, A CONCEPT OF OVERALL PARKING ADEQUACY CAN BEGIN TO DEVELOP. FURTHER ANALYSIS OF PARKING REVEALS THAT IT WOULD BE ECONOMICALLY INFEASIBLE TO DEVELOP PARKING AREAS FOR PEAK PERIODS, SUCH AS DURING THE LEGISLATURE. DURING THESE TIMES OVERFLOW INTO SURROUNDING AREAS IS EXPECTED, AND WITH PROPER PLANNING, IT WILL NOT BE OBJECTIONABLE.

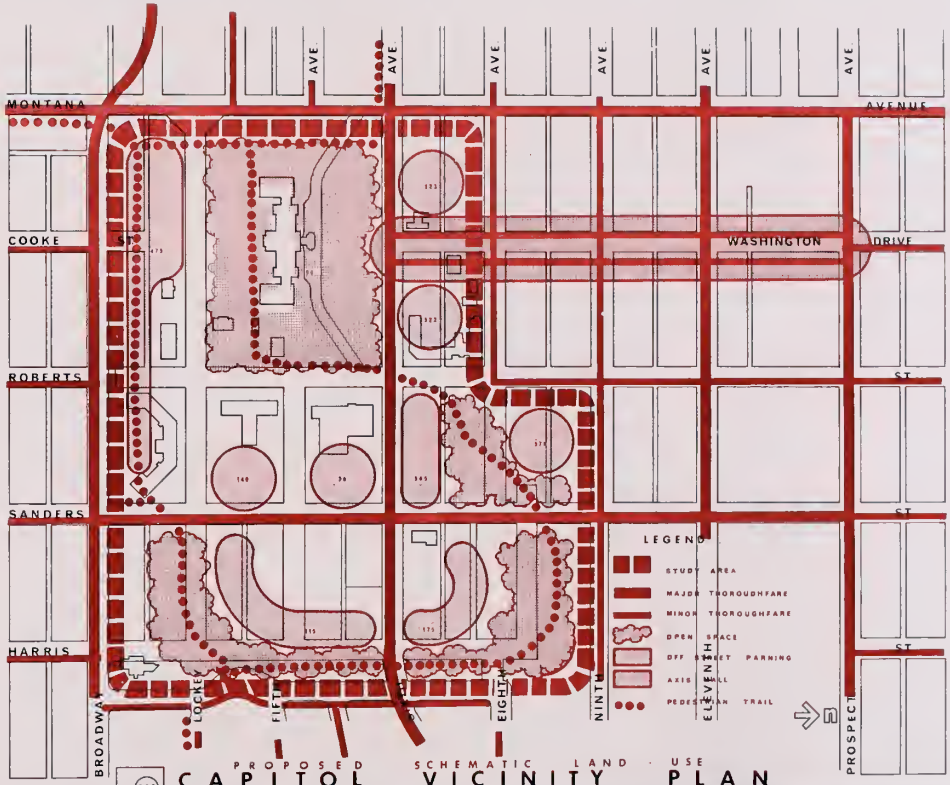
ALMOST AS IMPORTANT AS THE AMOUNT OF PARKING PROVIDED, IS THE DISTRIBUTION OF THIS PARKING. THIS IS EVIDENCED IN THE EXISTING PARKING WHERE ONE AREA IS CONSISTENTLY OVERFLOWING WHILE ANOTHER IS CONSTANTLY BELOW ITS CAPACITY. THE CROWDED CONDITION OF THE PARKING AREA SOUTH OF THE CAPITOL IS AN EXAMPLE OF POOR PARKING DISTRIBUTION. THIS IS ALSO ACCENTUATED BY THE SUBSTANDARD CONDITION OF THE AREA.

IN THE SUGGESTED PLAN MAJOR CONCENTRATIONS OF PARKING FACILITIES HAVE BEEN LOCATED INSOFAR AS POSSIBLE, AT STRATEGIC POINTS IN RELATION TO THE AREAS THEY SERVE. PARKING AREAS HAVE BEEN LOCATED BY PARKING DEMAND AND HAVE COORDINATED WITH EXISTING FACILITIES AND THE PERIPHERAL CONCEPT AS MUCH AS POSSIBLE. THE ACQUISITION OF CERTAIN ADDITIONAL PROPERTIES WITHIN THE COMPLEX STUDY AREA WOULD PROVIDE ESSENTIAL PARKING FOR FUTURE GROWTH OF THE AREA. WITHOUT IT, ANY GROWTH IS SERIOUSLY HINDERED.

SINCE THE SUGGESTED PLAN PROPOSES PARKING ON THE PERIPHERY OF THE CAPITOL AREA, PARTICULAR CARE SHOULD BE EXERCISED IN THE DESIGN OF THE PARKING AREAS. IN SOME LOCATIONS THE PARKING IS ADJACENT TO RESIDENTIAL AREAS AND IN OTHERS IT IS ADJACENT TO A PRINCIPAL VEHICULAR ENTRANCE TO THE COMPLEX. THEREFORE, IT IS ESSENTIAL THAT THE PARKING AREAS HAVE RELATIVELY LOW DENSITY AND THAT THEY BE SCREENED BY PLANTINGS AND DISCREET LAND CONTOURING SO THAT LARGE EXPANSES OF AUTOMOBILES WILL NOT INTERUPT THE CONTINUITY OF THE SUGGESTED GREEN-BELTS. THESE ARE ALL NECES-

SARY PIECES IN THE OVERALL PUZZLE WHICH MUST BE SOLVED IN ORDER TO ACHIEVE A COMPREHENSIVE PLAN FOR THE CAPITOL COMPLEX.

THE FOLLOWING DRAWING IS A SCHEMATIC LAND USE PLAN INDICATING PARKING, CIRCULATION, GREEN-BELT AREAS, AND OPEN SPACES WHILE DEPICTING THE BASIC SYSTEM OF RELATIONSHIPS AMONG THE ESTABLISHED COMPLEX USE AREAS. THIS SCHEMATIC PLAN IS A SIMPLIFICATION OF THE LONG-RANGE DEVELOPMENT PLAN FOR THE CAPITOL COMPLEX WHICH EVOLVED FROM IT.


MONTANA AVENUE
COOKE ST.
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HARRIS ST.
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AVE.
BROADWAY
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NINTH
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PROSPECT
LEGEND
STUDY AREA
MAJOR THOROUGHFARE
MINOR THOROUGHFARE
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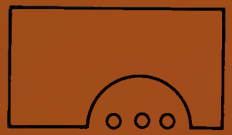
OFF STREET PARKING
AXIS MALL
PEDESTRIAN TRAIL
PROPOSED SCHEMATIC LAND USE
CAPITOL VICINITY PLAN
SCALE



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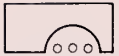

LONG RANGE DEVELOPMENT PLAN

THE BUILDING SPACE ANALYSIS HAS PREVIOUSLY RECOMMENDED THAT APPROPRIATE STATE OFFICES BE CONCENTRATED AT THE CAPITOL COMPLEX ELIMINATING INEFFICIENT OPERATIONS AND THE MONTHLY EXPENSE FOR RENTAL SPACE. THE SUGGESTED LONG-RANGE DEVELOPMENT PLAN HAS EVOLVED FROM THIS SITUATION WITH THE INCLUSION OF AESTHETIC CONSIDERATIONS AS WELL AS COORDINATION WITH OTHER CITY-STATE PLANNING STUDIES. DURING THE PLANNING PROCESS AND AS THE GENERAL CONCEPT DEVELOPED, CERTAIN PRINCIPLES AND CRITERIA WERE FORMULATED TO GUIDE THE PHYSICAL PLANNING OF THE AREA. AMONG THESE PLANNING PRINCIPLES ARE:

1. CHARACTER OF THE COMPLEX AREA SHOULD BE INDEGENOUS TO THE REGIONAL HERITAGE AND ITS SCALE SHOULD BE APPROPRIATE TO THE SPACIOUSNESS AND RELATIVELY LOW DENSITY NATIVE TO MONTANA. HISTORICAL ASPECTS OF THE AREA SHOULD BE PRESERVED AS STRESSED IN THE INTRODUCTION.

2. OBVIOUSLY, THE CAPITOL IS THE NATURAL CORE OF ALL DEVELOPMENT AND ITS DIGNITY AS A DOMINANT ASPECT OF THE AREA SHOULD BE FEATURED. THEREFORE, THE HEIGHTS OF BUILDINGS SHOULD BE LIMITED SO THAT THE VIEW OF THE CAPITOL DOME IS NOT IMPAIRED. FOR YEARS THE CAPITOL HAS BEEN VIEWED AS A UNIQUE AND IRREPLACEABLE STRUCTURE WITH EXCEPTIONAL AESTHETIC MERIT. SINCE EXTENSIVE MODIFICATION WOULD LIKELY DESTROY THESE CHARACTERISTICS, THE SUGGESTED PLAN HAS PURPOSELY EXCLUDED MAJOR EXPANSION OF THE CAPITOL.

3. THE DEVELOPMENT OF A TRAFFIC MALL ON WASHINGTON DRIVE WOULD ENHANCE THE CAPITOL AND SERVE AS AN INVITING "FRONT DOOR" FOCAL POINT TO THE COMPLEX. TO COMPLIMENT THIS SCHEME THE CAPITOL GROUNDS SHOULD BE PRESERVED AS OPEN SPACE WITH SPECIAL CONSIDERATION GIVEN TO VISTAS.

4. CAREFULLY LANDSCAPED GREEN-BELTS WOULD SURROUND THE COMPLEX BOUNDARIES SERVING AS A PLEASANT TRANSITION FROM THE STATE COMPLEX TO OTHER COMMUNITY LAND USES. THE NATURAL PRESERVATION OF THE EXISTING COULEE SHOULD BE A DOMINANT FEATURE IN THE GREEN-BELT SYSTEM.

5. PARTICULAR CARE SHOULD BE EXERCISED IN THE DESIGN OF FUTURE AUTOMOBILE PARKING AREAS AND IN THE MODIFICATION OF EXISTING AREAS. IN MANY INSTANCES THESE FACILITIES WILL BE ON THE PERIPHERY OF THE COMPLEX AND IT IS ESSENTIAL THAT THEY BE SCREENED BY PLANTINGS, LAND CONTOURING, AND PARKING ISLANDS SO THAT LARGE EXPANSES OF PARKED AUTOMOBILES DO NOT OBSCURE THE VIEW OF THE COMPLEX. ALSO, THE PARKING IN NORTH CAPITOL DRIVE SHOULD BE CONTROLLED, ESPECIALLY AT THE ENTRANCE, TO PROVIDE THE CAPITOL WITH THE ATTRACTIVE "FRONT DOOR" IT DESERVES.

6. THE CORE OF THE COMPLEX AREA WOULD BE DEVELOPED AS A PEDESTRIAN PRESERVE. SOME EXISTING STREETS AND PARKING WOULD BE REMOVED AND SOME CONVERTED TO PLEASANT PEDESTRIAN LANES INTERWOVEN WITH BUILDINGS, OPEN SPACES, AND FEATURES TO CREATE A PLEASING ENVIRONMENT. THE MALLS WOULD FORM AN INTEGRATED COMPLEX BY SERVING AS CONNECTING LINK BETWEEN AREAS, SUCH AS EXISTING AND NEW. THE STREET CLOSURES WOULD ALSO HELP TO ALLEVIATE THE INTERNAL TRAFFIC CONGESTION WHICH IS A PROBLEM AT THE COMPLEX.

7. A PROGRAM OF SPECIFIC IMPROVEMENTS, SUCH AS A COMPLETE SYSTEM OF UNDERGROUND UTILITIES AND GENERAL UTILITY RECTIFICATIONS, WOULD ENHANCE THE NATURAL BEAUTY OF THE GROUNDS. MANY OF THESE IMPROVEMENTS WOULD REQUIRE EXPERTISE AND CONTINUED THOROUGHLY DETAILED STUDIES.

8. IN FUTURE LONG-RANGE EXPANSION THE CAPITOL COMPLEX LAND USE SHOULD INCLUDE SPACIOUSNESS AND RELATIVELY LOW DENSITY. THE LAND SUGGESTED FOR ACQUISITION WOULD PROVIDE THIS CONDITION AS WELL AS ADEQUATE PARKING FOR THESE FACILITIES. THE SUGGESTED PRIORITIES COULD BE ALTERED AS THE SITUATION WARRANTS.

9. SERVICE AREAS AND SERVICE ACCESS MUST BE ADEQUATE, BUT THESE SHOULD BE UNOBTRUSIVE AND SCREENED FROM VIEW BY AN IMAGINATIVE VARIETY OF LANDSCAPE TECHNIQUES. DISCREET LANDSCAPING SHOULD BE UTILIZED THROUGHOUT THE COMPLEX TO CREATE VARIETY AND CHANGE OF PACE IN OPEN SPACES.

10. ALL MODIFICATIONS TO THE CAPITOL GROUNDS SHOULD BE APPROVED BY THE CAPITAL PLANNING COMMISSION THROUGH THE ARCHITECTURE AND ENGINEERING DIVISION IN ACCORDANCE WITH THIS SUGGESTED PLAN OR FUTURE APPROVED PLANS.

long-range plan

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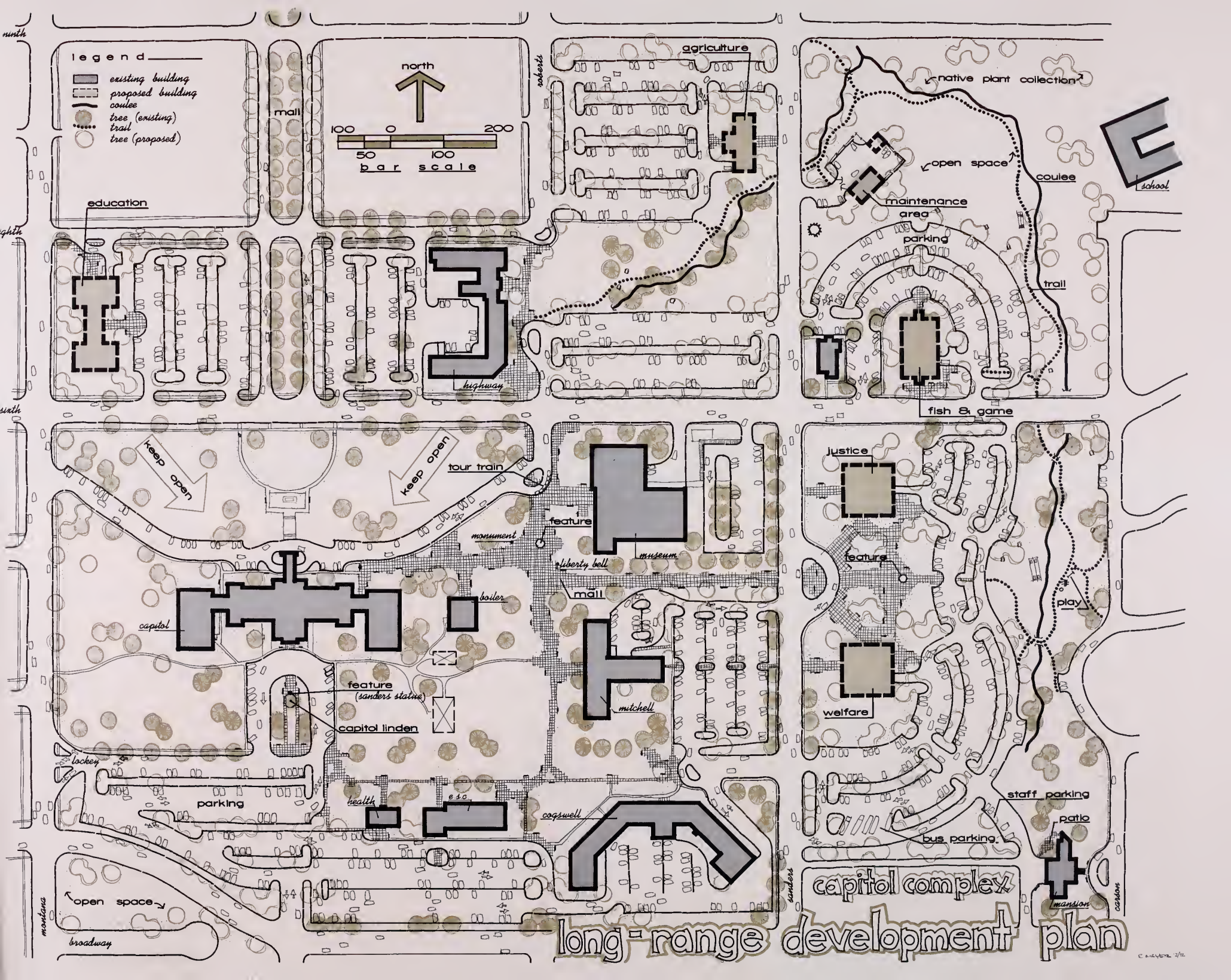
legend
existing building
proposed building
coulee
tree (existing)
trail
tree (proposed)
north
100 0 200
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bar scale
mall
education
highway
agriculture
roberts
native plant collection
open space
coulee
school
maintenance area
parking
trail
fish & game
keep open
keep open
tour train
feature
monument
liberty bell
museum
mall
boiler
capitol
feature (sanders statue)
capitol linden
mitchell
lockey
parking
health
eso
cogswell
justice
feature
play
welfare
staff parking
patio
bus parking
mansion
open space
broadway
montana
sanders
carson
capitol complex
long-range development plan